

# THE ILLUSTRATED LONDON NEWS

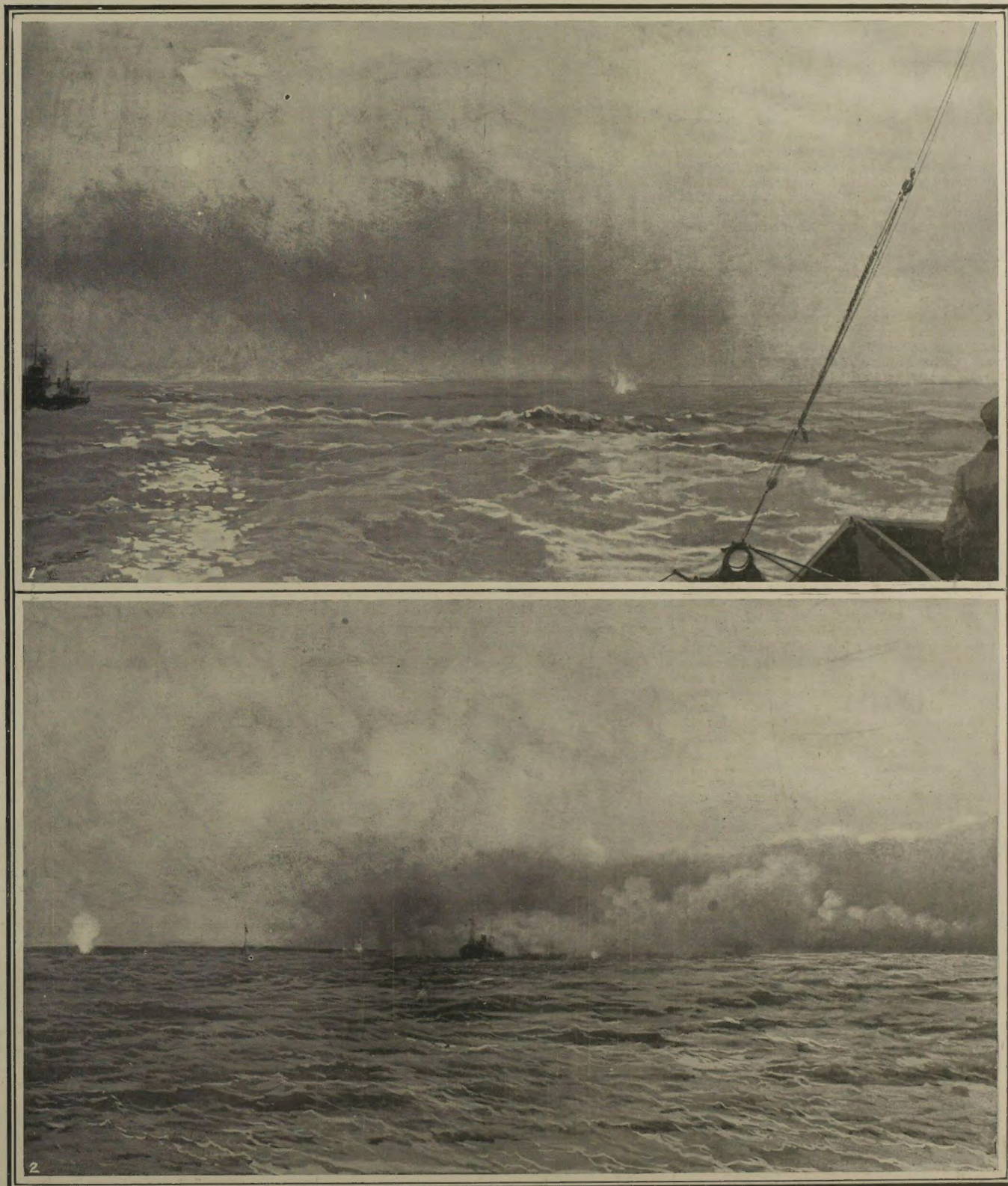
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SATURDAY, DECEMBER 8, 1917.

SEVENPENCE.

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THE RECENT NAVAL ENGAGEMENT IN THE HELIGOLAND BIGHT: (1) BRITISH DESTROYERS GOING INTO ACTION, AND AN ENEMY SMOKE-SCREEN;  
(2) SHELLS BURSTING ROUND A BURNING GERMAN MINE-SWEEPER.

These photographs were taken during the naval action in the Heligoland Bight on November 17. The Admiralty stated: "Shortly before 8 a.m. our forces sighted four light cruisers on a northerly course, accompanied by destroyers and mine-sweepers or patrol-vessels. The mine-sweepers or patrol-vessels made off to the north-east, and one of them was sunk by gun-fire from a destroyer, a number of survivors being rescued,

amongst whom was a naval Lieutenant and five naval ratings. The enemy light cruisers and destroyers turned off towards Heligoland, and were pursued by our advanced forces through the mine-fields. A running engagement took place under a heavy smoke-screen until four enemy battle-ships and battle-cruisers were sighted. Our advanced forces broke off the engagement and turned back to meet their supports outside the mine-fields."

PHOTOGRAPHS SUPPLIED BY ILLUSTRATIONS BUREAU.



## THE BAGHDAD RAILWAY.

ELSEWHERE in this issue we publish photographs showing scenes on that portion of the Baghdad Railway which is now in our possession—the section from Samarrah to Baghdad. These views of stations, rolling-stock captured from the Turks, and of the railway itself, afford indisputable evidence that the Baghdad end of the famous Baghdad Railway is now in our hands—that in this respect at least the dream of the Kaiser is over; his high-flown hopes of a railway leading from Berlin to the waters of the Persian Gulf, and thence, perchance, to India—a railway which should carve out for him the foundations of a mighty Eastern Empire as it progressed eastwards—shattered beyond repair. For at the present time not only do we hold the Baghdad-Samarra portion of the so-called Berlin-Baghdad Railway, but between Baghdad and the Persian Gulf, every inch of the way, the Union Jack flies; from Basrah, Baghdad-wards, for many, many miles a British railway stretches, and ever advances nearer to its goal; while the intervening space is bridged by river communication along the Tigris. "Sic transit gloria Ger-mundi!"

The idea of a railway to Baghdad was not German in the first instance, any more than its completion is likely to be brought about by German agency. Sir William Andrew, an Indian railway official of considerable renown, is credited with having broached the idea first; and it is interesting to remember this now, having regard to the fact that Indian—or, rather, Anglo-Indian—railway officials have been connected with the construction of the line which made possible the victorious advance of Sir Stanley Maude's gallant army to Baghdad and beyond, and with the administration of the captured Baghdad-Samarra portion of the Baghdad Railway. In 1857 Sir John MacNeill and General Chesney reported on the route between Alexandretta and Bussorah, or Basrah, as the port is generally termed now. Their estimate was for a thousand miles of railway, costing about seven and a half millions sterling, less than we are now spending daily to keep the war going! No great engineering difficulties were anticipated, and it was expected that the line would soon pay its way. Mr. Andrew, as he was then, advocated the project with considerable enthusiasm; but the prospect of drawing India nearer to England did not attract the financiers, nor did the Government of the day, or later, consider it worth while to make secure our Indian Empire, and gradually the scheme was abandoned. It is one of the many blunders we have made in connection with affairs Eastern, and it is not the least! At that time we stood in high favour in Turkey, and British influence was paramount in Constantinople until the advent of Mr. Gladstone's Government to power in 1880. In 1871, for instance, Musurus Pasha wrote to Sir George Jenkinson, one of the promoters of the scheme, that he would like to see constructed a railway from Constantinople to Bussorah, and that the Imperial Government (of Turkey) would readily grant the same terms for making it (as for the Euphrates line); but that, as he feared this was more than could be accomplished then, he contented himself with the line from the Mediterranean for the Persian Gulf—whether the Tigris or the Euphrates was preferred was immaterial to him.

It will be seen, therefore, that at that time we had the matter practically in our hands for the construction of a railway either from Constantinople or from the Mediterranean to Basrah; and there was a short period a few years later, when the trouble in Egypt occurred, when it looked as though the British Government, alive to the need of securing communication with India, would push the project through in some shape or form. It was feared that Arabi Pasha would cut the Suez Canal and thus sever our communications with India, except by the long Cape route. But Arabi's rebellion was smashed, and again the idea of a British railway to Baghdad and beyond to the Persian Gulf languished; and it was killed finally, probably, by the loss of prestige we suffered in Turkey owing to Mr. Gladstone's denunciation of Abdul Hamid. Meanwhile, the Germans, who had all along been alive to the situation, now began to take an active interest in affairs Turkish. First they obtained a concession for the construction of a railway to Angora, in the middle of Asia Minor; and, that completed, they turned their attention to the old idea of a railway to Baghdad and to the Persian Gulf. The prior British scheme was only to connect the Mediterranean with Baghdad; the Germans very cunningly offered to Abdul Hamid the bait of railway connection between Constantinople and Baghdad and Basrah, beyond, where at all times Turkish rule had been extremely thin. The bait took, and though at first the Huns received a stinging blow from Russia, which prevented them from putting their plans into execution in their original shape (they wanted to extend the Angora line to Diarbekir, and thence to Baghdad, when Russia refused to allow the extension, claiming the Diarbekir route as "her zone").

(Continued in Column 3.)

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eventually a concession was obtained for the extension of the Anatolian line to Konia, which was completed in 1897, thus blocking the hopes of the British Smyrna-Aidin concern; and during the visit to the Sultan just prior to that time, in March 1903, the famous Baghdad Railway Convention was announced to the world, under which the Société Imperiale Ottoman du Chemin de Fer de Baghdad took the place of the Anatolian Railway Company in all that related to the extension of their line from Konia to the Persian Gulf, and in which the money came from the Deutsche Bank! A heavy kilometric guarantee was provided, the concession was for ninety-nine years, and the terms on which the Turkish Government might take over the line were prohibitive; whilst, very significantly, the stipulation was that construction might be delayed indefinitely, owing to circumstances arising out of a *force majeure*, such as a war between the European Powers! The German construction of the Baghdad Railway is likely to be delayed very indefinitely, and it is not at all improbable that eventually kinsmen of the originators of the Baghdad Railway scheme will carry to completion the present half-finished line. But to end this story.

The announcement of the Convention caused a great outburst in this country, and rightly. The Government of the day suffered a good deal of unpopularity—curiously enough, it was Mr. Balfour's Ministry which was in power—and offered a compromise by announcing that it was willing to participate in the scheme financially, to which the cautious German reply was that they saw no reason why British capital should not be utilised in the construction of the line beyond Baghdad! Nothing was ever settled, however. The opportunity which offered itself when the Young Turk Revolution occurred of placing British interests in Turkey on a sound footing was ignored, and on March 17, 1911, in an agreement signed by Hakkı Pasha, conditions were outlined under which Germany was to complete the Baghdad Railway from Helif to Baghdad, whilst her share in constructing the line from Baghdad to the Persian Gulf was also defined. However, the Fates, it would seem, have decreed otherwise: at any rate, British engineers have been the first to build a railway from Basrah north-westwards to Baghdad. German "astuteness" in this direction, at any rate, has overreached itself!

Just how "astute" the Germans were, and just what they had in view in the construction of the Baghdad Railway, may be gathered most clearly from Articles 23 and 29 of the Baghdad Railway Convention. Under the former, Germany gained the right to establish ports at Baghdad, Basrah, and the terminus of the railway on the Persian Gulf, which, cunningly operated by the Germans, would probably in time have completely undermined the British Lynch Company's concession for the navigation of the Tigris from Basrah to Baghdad, which has been operated with such success to British trade for many years past. Under the latter, the working of any section of the line between Basrah and Baghdad which might have been built before the completion of the main line from Konia to Baghdad was forbidden! Since British and Indian trade have long monopolised the commerce of Lower Mesopotamia, it is obvious that British trade must have lost considerably under the operation of this Article; whilst, conversely, German trade would have benefited. But here again, strange to say, the Fates have stepped in and decreed that British and Indian trade in Lower Mesopotamia shall increase and not decrease; for the trade route between Basrah and Baghdad is already all-British, and to-day the British and the Indian trader vend their wares to a Mesopotamian population where the wily Hun once thought to lower the commercial flag of Britain!

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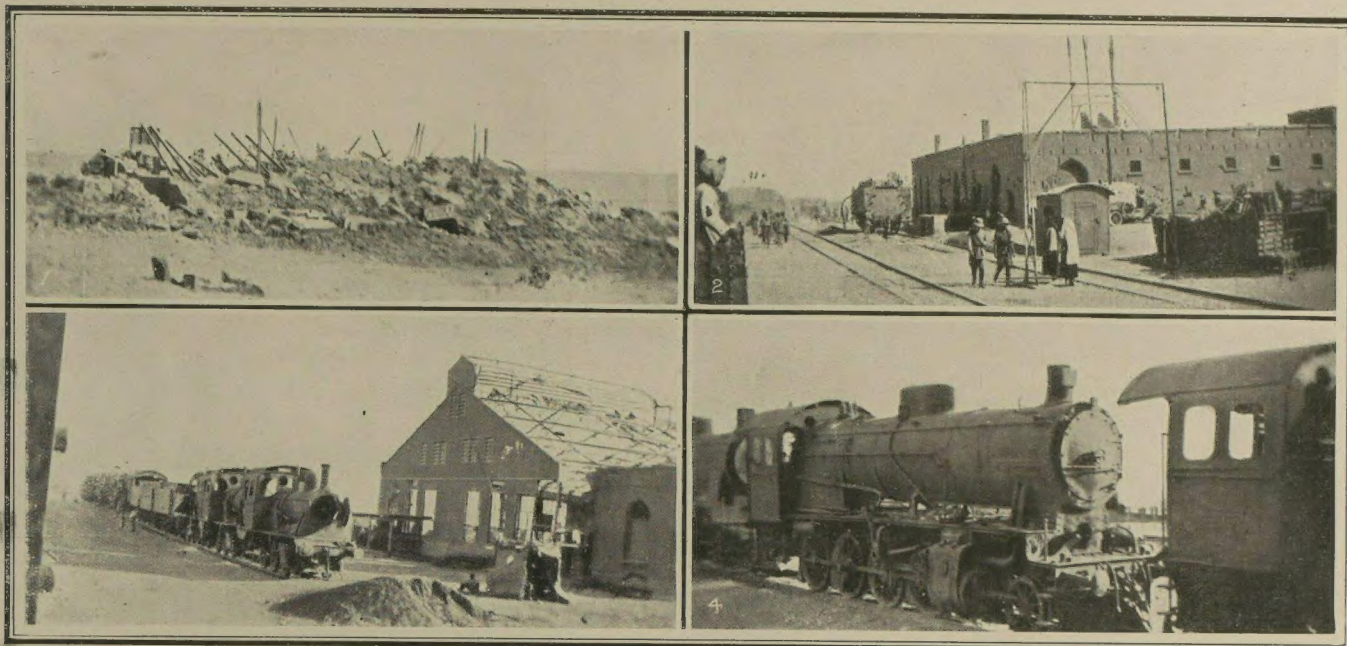
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# Germany's Lost Line of Penetration to the East: The British Hold on the Baghdad Railway.



1. REDUCED TO A RUBBISH HEAP BY THE RETREATING TURKS: A STATION ON THE BAGHDAD-SAMARRAH LINE.

2. NOW IN BRITISH OCCUPATION: A STATION ON THE RAILWAY BETWEEN BAGHDAD AND SAMARRAH.

3. LEFT INCOMPLETELY WRECKED BY THE TURKS IN THEIR HASTY RETREAT: SAMARRAH STATION.

4. AMONG THE SPOILS OF BRITISH VICTORIES IN MESOPOTAMIA: A CAPTURED ENGINE ON THE BAGHDAD-SAMARRAH LINE.

On the facing page in this Number is an extremely interesting article on the history of the Baghdad Railway. The writer recalls how the idea was originated by an Anglo-Indian railway official, Sir William Andrew, and shows how in later years successive British Governments neglected favourable opportunities for developing the scheme.

Meantime, Germany saw her chance for obtaining a line of penetration to the East, and proceeded to cultivate relations with Turkey, with what results we know to-day. By the irony of Fate, it has fallen to British, and not German, engineers to obtain possession of the Baghdad end of the line, and to link up Baghdad with Basrah.

## Some of Many Thousands in French Hands: German Prisoners in the Haute Marne.



MEAL-TIME FOR GERMAN PRISONERS IN A FRENCH CAMP: LINING UP TO RECEIVE THEIR RATIONS OF SOUP.

The German prisoners in the hands of the French are well treated and well fed. Our photograph shows the methodical arrangements for the serving out of soup to the prisoners at a large camp in the Haute Marne. There are many thousands of captured German soldiers interned in France. In the great French victory on the Aisne a few weeks

ago, the total number of prisoners taken was officially stated as 11,157, including 237 officers, and the French have since made other smaller captures, including nearly 500 recently at Juvincourt. They have taken thousands of other prisoners in earlier battles. —[French Official Photograph.]



# AT CAMBRAI BATTLE: ON THE FIELD DURING AND AFTER ACTION.

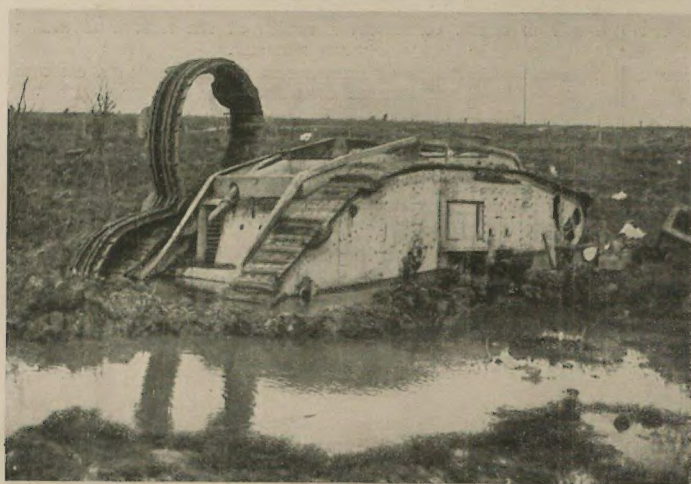
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SOME OF THE CAVALRY WHO GOT A CHANCE: TROOPERS LINED UP BY A ROADSIDE WHILE FIELD ARTILLERY PASS FORWARD.



DURING THE ATTACK ON A GERMAN FORTIFIED BATTLEFIELD VILLAGE: OFFICERS OF SUPPORTING BATTALIONS WATCHING THE FIGHTING.



ONE OF THE TANKS THAT CHARGED THE GERMAN WIRE: DISABLED AFTER DUTY DONE AND LYING BOGGED IN THE MUD AND WATER OF A SHELL-HOLE.



CAVALRY UNDER COVER OF HIGH ROAD-BANKS IN ONE OF THE CAPTURED VILLAGES: MAKING WAY FOR THE GUNNERS TO GET TO A NEW POSITION.



IN VIEW OF THE ENEMY ON TOP OF A WALL, LIABLE TO BE SHOT DOWN AT ANY MOMENT: AN ARTILLERY OFFICER'S OBSERVATION-POST.

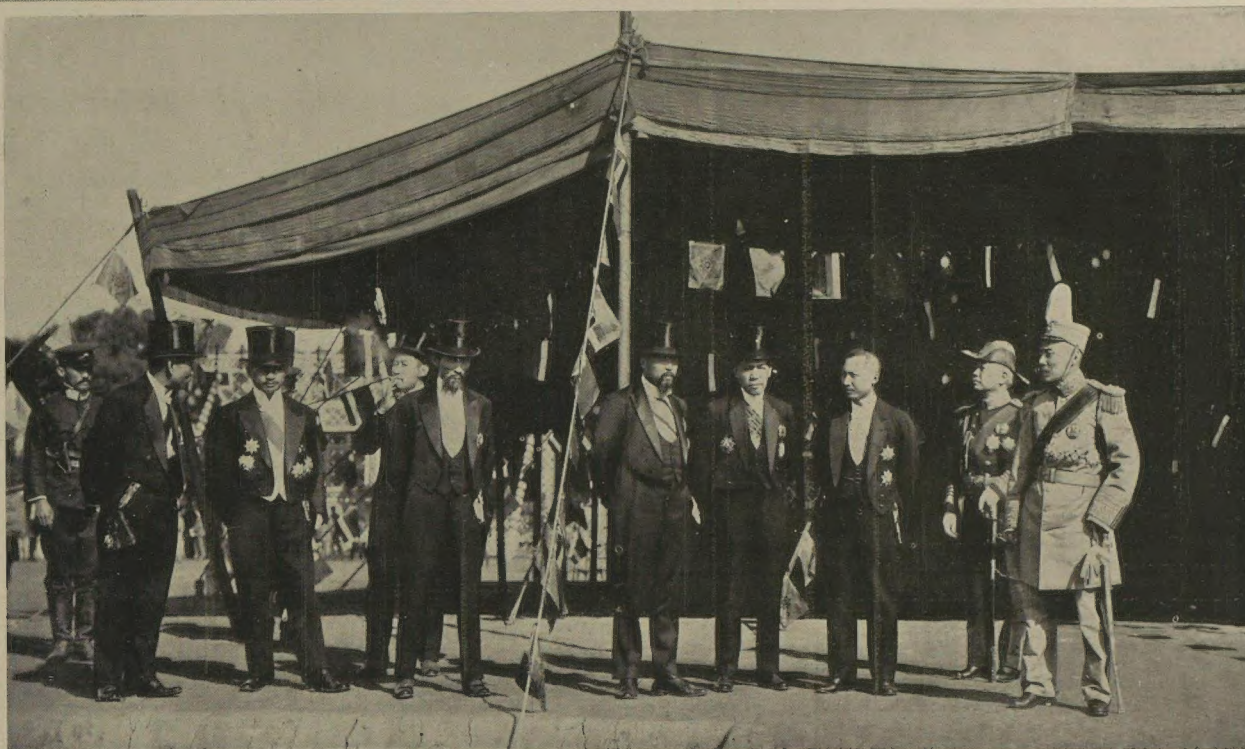
The interposition of our cavalry in Cambrai Battle, some of whom are seen in the first and third illustrations, was one of the interesting extra episodes of the two opening days. Dragoon Guards took the village of Novelles. They galloped through, capturing prisoners. Riding on, they saved the drivers of an ammunition-column. Another squadron carried Canting at a gallop. Other squadrons rode across country and captured several detachments of Germans. They attached themselves to the infantry at Bourlon Wood and fought

dismounted. A Hussar troop, with Canadian cavalry, charged a German field battery and put it out of action. The party had, later, a desperate night adventure, after being cut off and surrounded by Germans with machine-guns. They stampeded their horses in one direction, and charged on foot in the other, cutting their way through. On their way back they routed four German detachments. Finally, after puzzling a fifth party in the dark, by means of the Lieutenant-in-charge's knowledge of German, they broke through.



# MILITARY CHINA: A PRESIDENTIAL REVIEW OF TROOPS.

PHOTOGRAPHS BY C.N.



A MILITARY REVIEW AT NAN YUAN ON OCTOBER 10, THE ANNIVERSARY OF THE REPUBLIC: AWAITING THE PRESIDENT—(RIGHT TO LEFT) THE PREMIER, AND MINISTERS OF THE NAVY, FINANCE (NEXT BUT ONE), THE INTERIOR, JUSTICE, AND COMMUNICATIONS.



PRESIDENT FENG KUO-CHANG'S FIRST REVIEW OF TROOPS (ON OCTOBER 10 AT NAN YUAN): (1) THE PRESIDENT; (2) THE PREMIER; (3) THE GRAND MASTER OF CEREMONIES; (4) GENERAL YIN-CHANG, CHIEF OF STAFF.

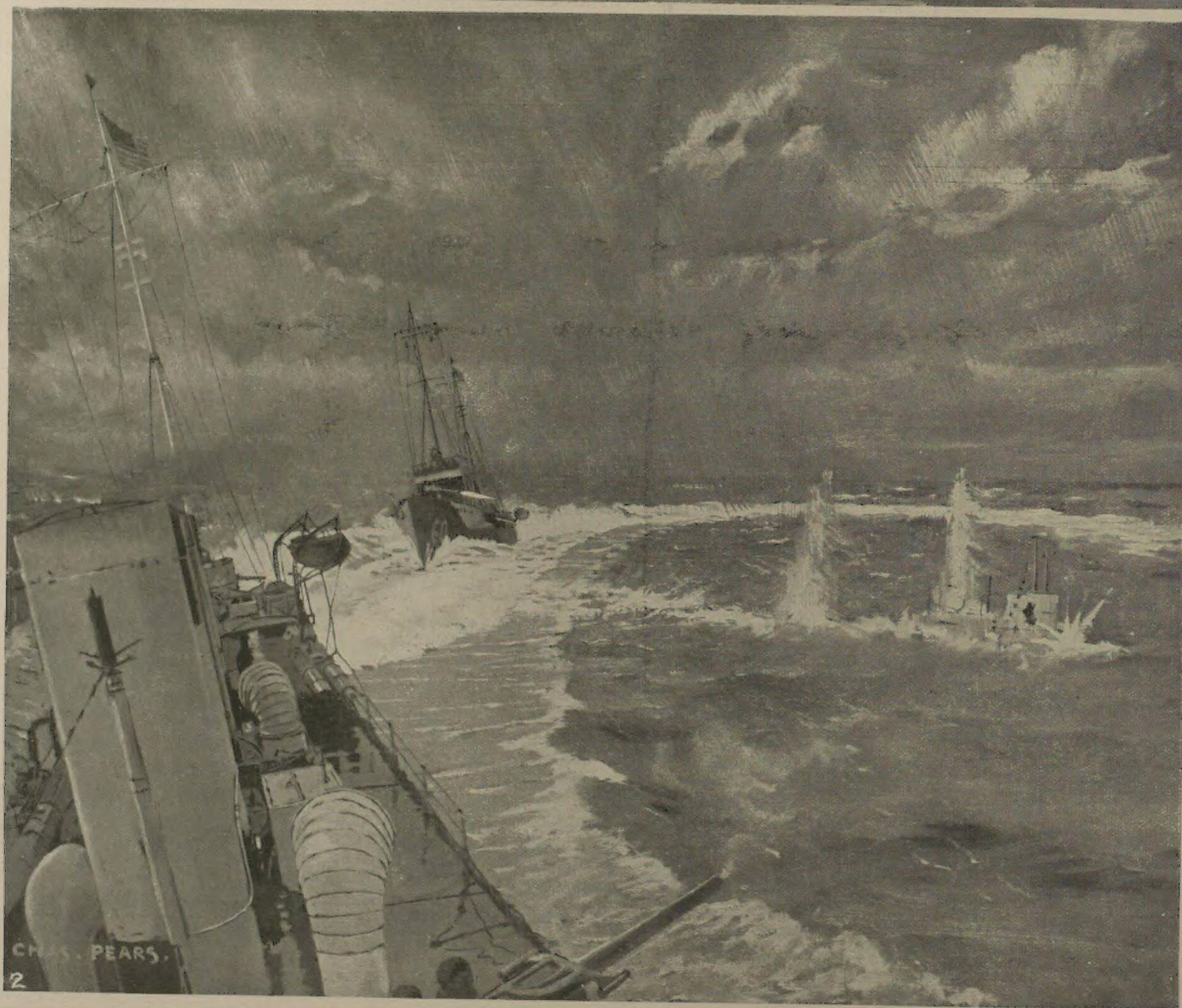
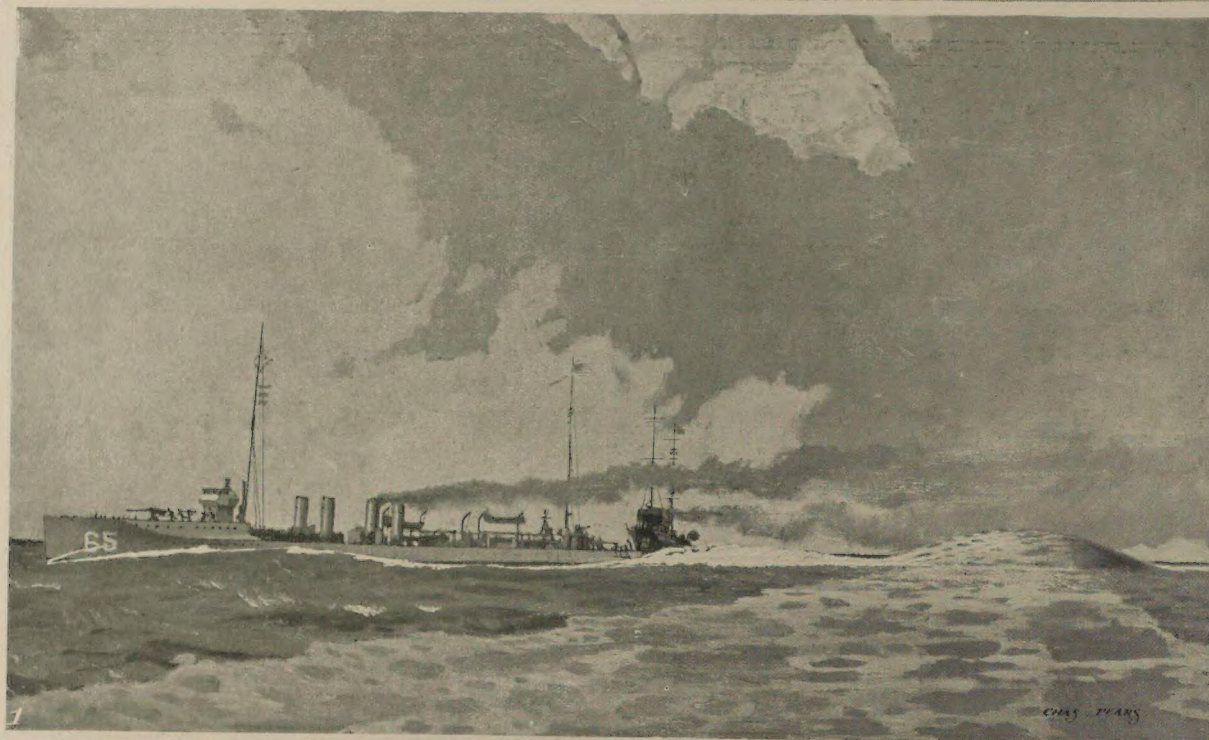
The political situation in China has of late been subject to frequent changes. A message from Peking of November 16 stated that the Prime Minister had resigned. On November 23 it was reported that Wang Ta-hsieh, the Foreign Minister, had been temporarily appointed Prime Minister. Later he resigned. On the 29th a message from Shanghai stated that Wang Shih-cheng had accepted the Premiership, and was arranging a compromise between the South and the North. On December 2 Reuter cabled that a non-party Cabinet had been formed, with Wang Shih-cheng as Acting Premier. The other Ministers were

given as follows—Foreign Affairs, Lu Cheng-hsiang; Interior, Tseng Neng-kun; Finance, Wang Ke-tien; Agriculture, Tien Wen-lieh; Communications, Tsau Ju-liu; and Navy, Liu Kwang-hung. "The present situation," wrote the Peking correspondent of the "Times" on that date, "is the result of a split among the Northern military leaders. . . . The question now is whether the neutral section of the Northern military party will coalesce with the Southern provinces to form a new Government, or whether all the Northern military leaders will sink their differences and combine to oppose the Southern provinces."



# THE SINKING OF GERMAN SUBMARINES: U.S. DESTROYERS AT WORK.

DRAWN BY CHARLES PEARS, R.O.I.



1. SHOWING A GREAT MOUND OF WATER CAUSED BY A TERRIFIC UNDER-WATER EXPLOSION: A U.S. DESTROYER DROPPING A "DEPTH CHARGE" ACROSS A SUBMARINE'S TRACK.

The United States Navy is taking an active and effectual part in the work of ridding the seas of piratical German submarines. U-boats are continually being destroyed, in ever-increasing numbers, although the plague has not yet been finally stayed. A few weeks ago Sir Eric Geddes stated that between 40 and 50 per cent. of the enemy submarines in the North Sea, Atlantic, and Arctic Oceans had been sunk, and that the total disposed of in one quarter equalled the whole number sunk in the year 1916. A

2. THE DESTRUCTION OF A GERMAN SUBMARINE BY TWO U.S. DESTROYERS: THE AMERICAN BOATS CIRCLING ROUND AND PUMPING SHELLS INTO THE ENEMY.

little later, Mr. Lloyd George mentioned that five U-boats had been sunk in one day. Our upper illustration is the first picture of a "depth charge" that has been authorised by the Censor for publication. The great mound of water seen on the right indicates a terrific under-water explosion. In this connection, it may be recalled, Germany recently announced an extension of the "barred zone" round England to the west, and a new "barred zone" round the Azores.—[Drawing Copyrighted in the United States and Canada.]



## FLYING ABOVE A FOG-BANK: "CAVALRYMEN OF THE CLOUDS."

DRAWN BY CHARLES PEARS, R.O.I.



WITH THE TOP-MASTS OF SHIPS BELOW JUST PROTRUDING ABOVE THE FOG, AND ITS OWN SHADOW CAST THEREON:  
A SEAPLANE FLYING AMID STRANGE ATMOSPHERIC EFFECTS.

To look down upon clouds and fog-banks is an experience familiar to mountaineers, but one seldom enjoyed at sea until the development of aeronautics through the war. Our illustration shows what strange atmospheric effects may be observed from a seaplane in flight above a fog-bank. Below are seen the tops of the masts of two steamers and a sailing-ship, while the seaplane's own shadow is also cast upon it. Beyond the fog-bank

spreads a clear expanse of open sea. Speaking of the splendid work of the Royal Naval Air Service, Sir Eric Geddes said recently: "They are the terror of the submarine. During one month the aircraft patrol round the British coast alone is more than five times the circumference of the earth." Our flying men have been described by Mr. Lloyd George as "the cavalry of the clouds."—[Drawing Copyrighted in the United States and Canada.]





By G. K. CHESTERTON.

IT is possible that some reader may feel some interest in a personal puzzle that was raised recently in these columns. I mean the identity, and especially the nationality, of "Sagittarius" of the *Continental Times*, the Pro-German who passionately repudiated the charge of being a German—or rather, the excuse of being a German. He described himself as being almost as detached as the man in the moon, looking down impartially on the nations of the earth, and merely shedding the ray of his favour upon Germany because of its self-evident superiority to the rest. I naturally speculated about the name and nation of this unearthly neutral. I am now informed (rightly or wrongly) that he bears the innocent and celestial name of Scheffauer. It would seem to imply at least an influence, a strain or suggestion, calculated to make his purely "objective" opinion of Germany verge on the subjective-objective, or even on the objective-subjective, as the man in "The Moonstone" said, when his German philosophy had come to the surface, and he was therefore considered useless for all the practical purposes of the plot. It appears probable that he is an American citizen—in which case it would be putting it mildly to call him a bad American citizen. Indeed, this conclusion would leave him in a far worse case than any other, for he would have lost at once the loyalty of a citizen and the detachment of a critic. He is German enough to be partial, and American enough to make his views treasonable. Clearly a gentleman named Scheffauer cannot claim to be above the suspicion of a German root of origin, or a German substratum of sympathies. If he has in some way parted company with political Germany, we can only say that he may have thrown over his old nationality, and has certainly thrown over his new one. It might be an amiable inconsistency in a man to return, in such times, to the cause and home of his ancestry, in spite of more recent attachments. But in that case it would not be an amiable inconsistency, but an absurd impudence, for such a man to pretend that the very fanaticism which made him inconsistent nevertheless left him impartial. In other words, if "Sagittarius" likes Germany enough to lose some other citizenship for her sake, he certainly likes her enough to stretch a controversial point or two in her favour. And with that the whole of his pose as a placid and somewhat pompous umpire comes to the ground with a crash. We may say, then, that the whole character and claim of "Sagittarius" remain a very considerable mystery; I should not dream of dogmatizing on it, but I should suspect him to be among these many products and agents of the German Empire who are Germanic without being Teutonic. In other words, he is probably at least as German as Harden, Dernburg, and Ballin, and all those active servants of Prussia who have been called, I believe, the Kaiser's Kids.

But I was reminded of the highly neutral name of Scheffauer by the equally neutral name of Schaff, which is the name of a public man in Berlin who has been writing, in the *Tagliche Rundschau*, an article, or series of articles, called "German Words." Without

posing as a philologist in such things, I should imagine that both "Schaff" and "Scheffauer" might be classed as "German Words." But, whatever Herr Scheffauer may say, I imagine that Herr Schaff will not say lastly that he has nothing in the world to do with Germany—that he merely happened, in his wanderings over the world, to be struck with the beauty of German buildings, the charity and chivalry of German officers, the courtesy and modesty of German officials, the democratic geniality of the Junkers, and the Christian humility of the Prussian Guard. This is, it would seem, the position—or at least the claim—of "Sagittarius"; but all gentlemen with German names cannot be in this neutral and nomadic state. I am surely justified in taking the remarks reported to have been made in the *Tagliche Rundschau* as genuinely German in their general character. And, as "Sagittarius" professed to be in some sense puzzled about what I could mean by the vanity and vain-glory of his adopted country, I can find in the article

countries patriotic self-praise is an art, and therefore an exception. In Germany it is nature, and therefore monotony. Schaff goes gassing on, with radiant self-complacency, about what he will do and will not do with all the rest of the world: how this nation has such and such weaknesses, which Germany will chide and chasten; how that nation has such and such possibilities, which Germany will protect and fester—utterly unconscious of what the world is really saying about Germany; utterly unconscious of what is felt in every other country, even by those who have all their lives loved and admired Germany; of what is felt even by those, in every other country, who still strive feebly to defend her. Listening to such a moonstruck monologue, no one would fancy that many millions of people, of many races and religions, have simply concluded from the facts of the war that a large number of Europeans have been living on a much lower moral level than that of Europe; that many millions are only wondering why such a spiritual

swamp was ever allowed to spread and stink between the Neva and the Rhine. Even if it were true that this criticism was unjust, it would still be the more startling fact that the thing criticised was unconscious. These men begin a war by a blow against a weak and inoffensive neutral, a blow which the man who strikes it is compelled to call a wrong, and in three years their deliberate initiative and innovation has, in every department, destroyed every limit which loyalty or pity had previously laid upon the wars of Christian men; they invent and introduce everything, from the butchery of neutrals to the slavery of nationals, from the wrecking of a cathedral to the poisoning of a puddle. And after all this whirlwind of raging originality, they do not defend themselves with sophistry, they do not excuse themselves with cynicism; they simply talk like this, "We desire as our neighbours nations who build like ourselves on the spiritual heights, who do not express themselves in degeneracy or remain in a state of Kulturless necessity. If other nations learn to fear us in the process, they will also learn to respect us; and with the respect comes a healthy introspection which will result in the re-establishment and ennobling of their national soul." I will not spoil this by any comment.

The rest of the German gentleman's remarks will repay study; and most of them can be considered in a somewhat lighter spirit. He is rather sad about the failure of mankind to perceive all his perfections; and complains of "a world where nearly everyone dances to the pipe of those who possess the magic key which opens the gates of all latitudes!" He also says that the Germans want a "preponderance in the world, which will compel others to regard us with open eyes, to recognise and appreciate our true world aims, which we need not keep secret, and to accustom themselves to our development as a world-nation." I think I can assure him that some of our eyes are pretty wide open already; and that we are only too much accustomed to the way in which Germany has developed.



BRAZIL AT WAR WITH GERMANY: THE SCENE IN THE SENATE WHEN THE UNANIMOUS VOTE FOR WAR WAS GIVEN.

The immediate reason for Brazil breaking with Germany was the sinking of the Brazilian steamer "Macao," formerly the "Hamburg liner" "Palatia," and the making a prisoner of her captain by a German submarine. On the news of the flagrant outrage being confirmed in the last week of October, the President of Brazil ordered the small German cruiser "Eber," interned at Bahia since the beginning of the war, to be taken possession of, and her officers and crew, together with those of the forty-six German liners and merchant ships laid up in Brazilian waters, to be taken ashore and placed in detention. The "Eber," as has been recorded, was destroyed by her ship's company before the President's order could be carried out. The President next asked the Brazilian Congress to authorise the declaration of war with Germany. That was assented to on October 26, only one vote being given against it. In the Senate the vote for war was unanimous, the occasion being further marked by a magnificent oratorical pronouncement by Senator Ruy Barbosa, who, in the above illustration, is seen speaking.

called "German Words" a very moderate, and therefore a very fair, example of the peculiarity of German arrogance.

It is the whole point of the peculiarity that Herr Schaff does not especially mean to be arrogant. If he meant to be arrogant, he might really be quite modest. He means definitely and deliberately to be temperate and liberal; and the joke consists in his perfectly sincere notion of temperance and liberality. He is trying to show that Germany does not intend to Germanise the world, in the sense of effacing the national features of other lands; that the German does not deny that there are elements of good in the ethics of other societies. And yet the whole tone of his attempt at international toleration is something which, in any other language or literature, would be considered the most intoxicated and raving Jingoism. We may think a song like "Rule Britannia" bombastic; but it is meant to be bombastic. Herr Schaff does not mean to be bombastic—he simply is bombastic. He brags as a dog barks or a bull bellows—because it is the nature of the animal. In other words, in civilised



# CIVIL STRIFE IN RUSSIA: THE LENIN-KERENSKY CONFLICT IN PETROGRAD

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU, ETC.



BEFORE LENIN OBTAINED POWER: SOME OF HIS TROOPS BEING MARCHED TO PRISON BY FORMER COMRADES FIGHTING FOR KERENSKY—INSET, A LENIN FLAG.



THE STRUGGLE FOR POWER IN PETROGRAD: RAILWAY CARRIAGES USED AS PRISONS FOR CAPTURED LENINITES, BARRED AND STRONGLY GUARDED.

Our photographs were taken during the earlier stages of the struggle in Petrograd between the adherents of Lenin and the forces of Kerensky and the Provisional Government. Lenin and his party have since, of course, succeeded in getting the upper hand, though perhaps only for a time. It was reported recently that emissaries from Lenin had opened negotiations for an armistice with the Germans at Swenziany, a place between Dvinsk and Vilna, behind the German lines. The British Ambassador in Petrograd, Sir George Buchanan, is said to have issued a statement on November 30, pointing out that the

Lenin Government's Note proposing an armistice was not delivered at the Embassy until nineteen hours after the Russian Commander-in-Chief had received orders to open *pourparlers* with the enemy. "The Allied Governments," added Sir George, "were thus confronted with an accomplished fact on which they had not been consulted." The small inset photograph is a Lenin flag, inscribed in Russian, Polish, Finnish, and Hebrew: "Proletariats of all countries, unite!" It was captured during the July disturbances in Petrograd; at the house of the dancer Kseschinskaja, Lenin's headquarters.



## SOME BROUGHT ACROSS THE ALPS. IN THE FOOTSTEPS OF NAPOLEON: FRENCH TROOPS SENT TO AID ITALY.

FRENCH AND ITALIAN OFFICIAL PHOTOGRAPHS.

THE FUNERAL OF THE FIRST FRENCH SOLDIER TO DIE ON ITALIAN SOIL:  
THE CORTEGE IN MILAN.FRENCH MACHINE-GUN SECTION MOVING UP TO THE ITALIAN FRONT:  
ON THE WAY TO THEIR POSITIONS.TO OPPOSE THE ENEMY'S ADVANCE IN ITALY: FRENCH ARMOURD CARS  
MOUNTED WITH MACHINE-GUNS, ON A RAILWAY.THE GRAVE OF THE FIRST FRENCH SOLDIER TO DIE IN ITALY:  
IN THE MUSOCCO CEMETERY AT MILAN.MARCHING PAST WITH THEIR COLOURS: A REVIEW OF A FRENCH REGIMENT  
IN AN ITALIAN VILLAGE.PASSING THE MONUMENT TO GARIBOLDI AT BRESCIA: FRENCH TRANSPORT  
ON THE WAY TO THE ITALIAN FRONT.ON THE ROAD AT DESENZANO: A SUPPLY COLUMN OF FRENCH  
MOTOR-LORRIES IN ITALY.

France lost no time in organising and despatching to Italy a large force, as also did Great Britain, to help the Italians in their gallant defence against the Austro-German invasion. Writing from the Italian headquarters on November 15, Mr. G. Ward Price said: "I have spent the last two days in a part of Northern Italy. . . . It is a region where the roads are blue with marching Frenchmen. . . . Each day Allied reinforcements reach Italy in greater numbers. To save waiting for trains on the congested railway some of the French troops have been brought across the Alps, through passes already covered with snow, repeating Napoleon's achievement with the aim not of conquering but of saving Italy. Those already here are moving up to their appointed place in the Italian scheme of defence. During the last two days I have kept pace with long columns of them complete

from regimental colours to baggage wagons. They are delighted to be here. The change of scene, the unfamiliar surroundings, the delicate golden sunshine of the Italian autumn, are all to their taste." In later messages, Mr. Ward Price writes (on November 23): "Even though we do not hear of English and French troops already in action, it is a great element of strength that our reinforcements to the Italian Army do by now constitute a large, compact, and fresh reserve in their rear"; and on November 27: "By now our [Italian] Allies have compact French and British forces behind them, fully equipped and ready to add material assistance to the moral support which their presence has already contributed." Photographs of British troops in Italy appear on other pages in this number.



## BRITISH TROOPS "POURING" INTO ITALY: ARTILLERY ON THE MARCH.



"THE ARTILLERY IS EQUIPPED WITH GUNS IN GREAT NUMBER, WITH FINE HORSES"  
BRITISH BATTERIES ON THE WAY TO THE ITALIAN FRONT.

The prompt help sent to Italy in her hour of trial by her French and British allies has been immensely appreciated and is having the happiest effect. "Some places on the Italian front," writes a Reuter correspondent recently, "seem to be entirely occupied by British troops, so large is the number of British officers and men who are pouring in by motor-car, motor-cycle, and lorry, on horseback, on mules, or on foot, or, indeed, by

any means of transportation available. Their khaki uniforms mingle harmoniously with the grey of the Italians and the blue of the French. . . . The British troops, comprising cavalry, artillery, and infantry, present a magnificent appearance as they extend along the road for miles. The infantry have been marching steadily for days, making 16 miles a day. The troops are cheerful and in splendid condition. The artillery is equipped

*[Continued opposite.]*



## ITALY'S JOYOUS WELCOME TO THE "BELLI INGLESÌ": ROADSIDE SCENES.



"EVERYWHERE THE BRITISH TROOPS ARE THE OBJECTS OF ALL SORTS OF KINDNESSES": ITALIAN LADIES HANDING REFRESHMENTS TO OUR MEN DURING A HALT.

*Continued.*

with guns in great number, with fine horses; and besides all these, are endless lines of mules, lorries, carts, pontoons, and the endless other items of *matériel* necessary for an army. . . . Everywhere the British troops are the object of all sorts of kindnesses on the part of the population. The women gather in great crowds to watch the 'Belli Inglesi' (the handsome English). Nor was the popular welcome limited to admiration;

for, as the photograph on our right-hand page shows, it often took the substantial form of refreshments handed round to our men during halts upon their march. During part of their journey to the Italian front they travelled by train, and similar scenes occurred at stations on the line. On a double-page in this number are given photographs illustrating the arrival of French troops, who were also heartily welcomed in Italy.



# THE BRITISH NAVY'S RECENT WORK IN THE ADRIATIC: OUR MONITORS ASSISTING TO DEFEND THE PIAVE.

OFFICIAL NAVY PHOTOGRAPHS.



THE COVERING PATROL CRUISING ON THE HORIZON: ITALIAN FLOTILLA VESSELS GUARDING BRITISH MONITORS FROM U-BOATS.



AS A PRECAUTION AGAINST BOMB-DROPPING AEROPLANES: THE ROOF OF A BRITISH WAR-SHIP'S TURRET PROTECTED BY SAND-BAGS AGAINST DIRECT HITS FROM OVERHEAD.



AFTER AN ACTION IN THE GULF OF TRIESTE: BRITISH MONITORS RETURNING TO THE ANCHORAGE—ONE SEEN ON THE WAY FROM ON DECK IN ANOTHER.



ON THE "CEASE FIRE" SOUNDING: THE UPPER DECK, WITH SAND-BAG LAYERS OVER THE "VITALS" OF THE SHIP BELOW, ABOUT TO BE CLEANED UP.



ENEMY AIRCRAFT IN SIGHT: A DECK (QUICK-FIRING GUN (WITH ITS BREASTWORK ENCLOSURE OF SAND-BAGS, BUILT AS A PROTECTION AGAINST SPLINTERS) GETTING READY TO OPEN FIRE.



DURING BATTLE: 15-INCH GUN IN ACTION. UPPER-DECK DEBRIS AND SPLINTERS AFTER THE BUSTING ON BOARD OF AN ENEMY SHELL.

The British Navy has been taking its share well in the Adriatic, in co-operation with the Italian Fleet, in helping the Italian Army to hold the line of the Piave, by defending the coast near Venice and to the eastward. Recording the assistance which some of our ships have been rendering in that quarter, an Italian official communiqué of November 21 says this: "During yesterday there was intense artillery activity along the whole front. On the coastal zone, the National Navy and the British monitors lent valid co-operation." Mr. G. Ward Price, writing from the Italian headquarters, in a message four days earlier, also mentioned the fact. "Guns of the Navy are co-operating with the Italian Army in opposing further progress by the enemy in the inundated region at the mouth of the Piave, by shelling from the sea. In this, I am told, British monitors are taking part." He added: "While up to their knees in

mud, the enemy is exposed to bombardment from naval guns on their flank." The present coast fighting makes the British monitors' second or third spell of activity in the Upper Adriatic. During the Italian offensive of August and September on the Carno Front, our monitors, as it was stated at the time, rendered remarkable service by bombarding the Austrian camps and coast forts to the west of Trieste. At one place their shells blew up a great Austrian magazine, as a tremendous explosion ashore indicated. As showing the marksmanship of our gunners, our monitors, while off the Piave, it is just reported, made direct long-range hits on three Austrian bridges a little way up the Piave delta. During the recent bombardment off the mouth of the Piave, Italian light craft and destroyers kept patrolling near the monitors to check any attempt at attack by Austrian submarines from Pola.



## A RETREAT THAT ENDED IN A MAGNIFICENT STAND: THE

ITALIAN OFFICIAL

## ITALIANS FALLING BACK TO THE LINE OF THE PIAVE.

PHOTOGRAPHS.



WITH ONE OF THE ITALIAN REAR-GUARDS: INFANTRY DETACHMENTS SNATCHING A FEW HOURS' SLEEP, WHILE CAVALRY PATROLS PASS.



WITHDRAWING TO SAFETY BEHIND THE FRONT LINES: A WOMAN AND CHILD BEING TRANSPORTED ON CARTS WITH THE REAR-GUARDS.



ITALIAN SOLDIERS AND VILLAGERS: REFUGEES OF THE RETREATING COLUMNS.



WEARIED OUT AFTER FIGHTING AND MARCHING ALL DAY, BUT REMAINING IN PERFECT ORDER AND DISCIPLINE: A WAYSIDE BIVOUAC OF ONE OF THE ITALIAN INFANTRY REGIMENTS AT NIGHT.



ON ONE OF THE ROADS BY THE LOWER ISONZO: THE THIRD ARMY RETIRING IN GOOD ORDER.



BRINGING WITH IT ALL ITS GUNS AND ARTILLERY MATÉRIEL, MOTOR-WAGONS AND TRANSPORT.

The masterly manner in which the Italian Army's retreat was conducted in the face of a persistently aggressive enemy attacking in force, and with two fronts of operation at his disposal, coupled with the magnificent stand made along the line of the Piave, will surely in time to come be remembered as one of the most remarkable achievements of war. At the moment of the Austro-German break-through, the Italians, hitherto victorious all along their widely extended front, occupied a line of positions seamed and divided by natural obstacles; steep mountain ridges, deep ravines, wide valleys, while a difficult river for a retreating group of armies to pass simultaneously lay across their rear. The giving way of certain forces in one

of the centre armies was due to reasons the Higher Command could not foresee, but once it had taken place, the entire line was compromised, and the series of Italian positions from the Trentino to the Carso near Trieste had to be evacuated, practically at a minute's notice and under fire. The retreat was conducted rapidly, but with well-disciplined calmness and regularity and in perfect order, the rear-guards, cavalry, Bersaglieri, Alpini, Sardinian Grenadiers—to name corps mentioned in the papers—sacrificing themselves devotedly at critical points to secure the safety of the rest of the Army. Finally came the heroic stand along the Piave, checking in the north the Austro-German outflanking onslaught through the Trentino, and along the river front.



## ARMED WITH BOMBS, DAGGERS, WOODEN MACES, AND PISTOLS:

DRAWN BY FRÉDÉRIC DE HAENEN FROM



ON A BATTLEFIELD BEYOND ST. JULIEN, TOWARDS PASSCHENDAELE: THE TERRIBLE END  
BEFORE THE MASSED RANKS

The terrible fate that befel one of the German massed columns of "Sturmtruppen" in one of the engagements which culminated in the taking of the Passchendaele Ridge and the village, the key of the position, is shown in this illustration. The "Sturmtruppen" consist of specially picked men from many battalions, organised and trained apart from their regiments at instruction camps behind the German front. They are intended for what may be termed forlorn-hope efforts and leading counter-attacks. They first came into existence a few months ago, and columns of "Sturmtruppen," massed as independent units, have been used much as Napoleon used his Old Guard at crises of the fight on many occasions. They were used against us in the battles north of Ypres, and in the Lens district, also against the French in the Battle of the Chemin des Dames. In every case, however, if the "Sturm-

## GERMAN "STÜRMTRUPPEN" ANNIHILATED BY SHELL-FIRE.

MATERIAL SUPPLIED BY AN EYE-WITNESS.



OF AN ENEMY COUNTER-ATTACK BY STÜRMTRUPPEN—OVERWHELMED BY OUR ARTILLERY  
COULD REACH OUR LINES.

truppen" succeeded here and there in carrying, by the impetus of their massed onrush, a section of some of the advanced trenches, they were invariably being flung back by counter-attacks immediately afterwards. On several occasions, as on that shown in the drawing above, they never got near our lines at all, being simply exterminated by shell-fire. Our shells, as the shell-craters over almost every yard of the ground show, fell on them en masse, like the raining down of a continuous cloudburst of heavy hail. Wrecked and destroyed concrete pill-boxes are seen along the background. Trained for close-quarter fighting, the "Sturmtruppen" carry, for the most part, instead of rifles and bayonets, bombs, long daggers, pistols, and heavy wooden clubs, or maces.—[Drawing Copyrighted in the United States and Canada.]



## ON PASSCHENDAELE RIDGE: THE STORMERS OF THE VILLAGE PRESSING FORWARD TO THE LIMIT OF THEIR OBJECTIVE.

DRAWN BY R. CATON WOODVILLE FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



## AFTER "RUSHING" PASSCHENDAELE VILLAGE AND DRIVING OUT THE ROUTED GERMAN GARRISON: THE CANADIANS FOLLOWING UP THEIR EXPLOIT THROUGH DEEP MUD.

On the morning of November 6 the Canadians took Passchendaele village, so to speak, in their stride. They stormed the outskirts at the first rush, and swept forward through the village, literally hunting the startled and staggered German garrison out of the place in confusion—"bundling them out" as the onset has been described. There was little attempt by the enemy at serious resistance in the village, save from handfuls of snipers in the ruins of some of the houses, and round and inside the central point, Passchendaele Church. Immediately the Canadians were through Passchendaele, they pressed on further along the ridge until reaching the line appointed

them as the limit of their objective. There they dug in and fortified the position to meet the expected German counter-attack—which, however, never came; all attempts at it being bargained off by our artillery. In the illustration the Canadians are seen after getting past Passchendaele village, carrying with a rush a strip of ground beyond, following in rear of our barrage-fire. They seized and occupied between three hundred and four hundred yards. As seen, they had to jump over shell-holes and flounder through quagmires of mud, past a German left, placed to bar the way there.—(Drawing Copyrighted in the United States and Canada.)

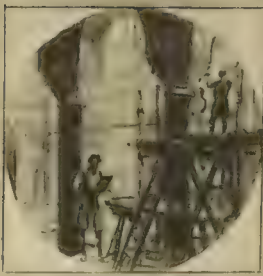












THE BUILDING OF ST. SOPHIA AT THE BIDDING OF THE BYZANTINE EMPEROR, JUSTINIAN: AN ARCHITECT AT WORK.



THE SETTING-UP OF THE FAMOUS METROPOLITAN CHURCH OF THE GREEKS AT CONSTANTINOPLE: JUSTINIAN INSPECTING A PLAN SHOWN TO HIM BY THE ARCHITECTS, ANTHEMIUS OF TRALLIS &amp; ISIDORE OF MILETUS.



BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453, &amp; THE CHURCH BECAME A MOSQUE: ST. SOPHIA.

## SCIENCE JOTTINGS.

## GERMANY'S TRADE PREPARATIONS.

WHETHER Germany expects "peace by Christmas" or not, it is at least evident that she will be ready for it when it comes. Or, to put it in another way, she is making the same steady and scientific preparation for the economic war which she

Immediately after the outbreak of the war, a company for dealing in raw material was formed under the direction of Herr Rathenau, whose name is familiar to most of us in connection with the Allgemeine Elektrische Gesellschaft, or A.E.G. This purchasing company, which is only the Government under another name, buys from the producer at home and abroad all the raw materials on which it can lay its hands,

at specially reduced rates which are made for export or are concerned in the manufacture of goods made for export, and does the same with by-products made in one factory which are utilisable for the manufacture of exports in another. It gives similarly reduced rates to factories of a sufficient output which are some distance from the coast, so as to facilitate the accumulation of goods at points convenient for carriage to the ports directly these are open. In this way, it is said, vast stocks of dyes and other chemicals, cutlery, and tin-ware have been accumulated.

That Germany should have been able to carry out this plan, while at the same time turning out huge quantities of munitions of war and using her man-power to the last ounce both at home and in the fighting line, may seem wonderful. It has been accomplished, we are told, first by the systematic employment of prisoners of war and the enslavement of the civil population of the occupied territory; and next by the equally systematic looting of both machinery and raw material. Experts have followed the steps of the German armies not only in Belgium and France, but also in Poland, Serbia, and Roumania, who have indicated everywhere the machinery to be seized, the mines to be worked, and the slave labour to be employed. Thus our enemies have been enabled in some measure to defy our blockade and to keep up their stock of goods ready to be exported at small cost to themselves. To ensure the carriage of these exports to the markets of the world, M. Bloch also tells us, they have got ready a large mercantile fleet, including nearly thirty big steamers of the *Bismarck* type, and this without lessening their output of submarines and other vessels of war; while they have also kept open their steamship offices in all neutral countries. When the whole State is run on the same lines as an intelligently supervised private business, it can indeed work wonders.



CHINESE COOLIES FOR SERVICE IN EUROPE AND CANADA: AT THE WEI-HAI-WEI TRAINING CAMP—AFTER DRILL.

foresees will follow the cessation of hostilities that she did for the military struggle which broke out in August 1914. Our own Government may be aware of these preparations or otherwise, but has not up to the present taken any overt step to counter them. Yet they have not passed unnoticed by our Allies, and the American journal *System*, so long ago as April of this year, described at length the measures taken by the German Government to prepare for the new struggle they see before them. These have been ably summarised by M. Albert Bloch in a recent number of the *Revue Scientifique*.

In the first place, Germany knows perfectly well that the declaration of peace will find her extremely short of raw material. The stocks of stuff that she had to import in pre-war days, from Chile nitrates and Transatlantic rubber down to cotton and leather, have all disappeared, thanks to the prolongation of the war; and her first business will be to replace them. Whatever the German Government may tell the people, it knows that they will never be able to do this by purchases for cash, because there will be no ready money left in the country by the time peace is made, and the golden dream of huge indemnities to be wrung from the conquered peoples has for some time been fading. Germany therefore proposes to build up a great reserve of manufactured goods which she can sell in Europe, America, and Africa, even if her Asiatic market be barred to her, and with the proceeds to import the raw materials of which she will be so greatly in need. These will then in turn be worked up into manufactured goods, the machinery and organic tion for that purpose having been kept ready; and the process repeated until the deficiency is made good and trade conditions restored to something like what they were before the war, when she will again aim at commercial ascendancy. It is a simple plan, and, if worked with German labouriousness and attention to detail, can hardly fail to be successful. But is it practicable?

The best answer to this is an account of the steps that have already been taken with regard to it.

and delivers them to the manufacturers at an increase of only five per cent., to cover the cost of handling. But this is not done haphazard, nor is any one manufacturer allowed to get as much as he pleases so as to put him in a specially favourable position with regard to others in the same trade. A commission founded by the Government, under the presidency of Herr

Stahmer and consisting of the best financial and industrial experts in Germany, decides from time to time which goods are most likely to be required and in what quantity, and only the raw material for these may be supplied by Herr Rathenau's organisation. The Government also helps in another way. Having control of all the State railways, it transports goods



CHINESE LABOUR BATTALIONS IN TRAINING AT WEI-HAI-WEI: PHYSICAL EXERCISES.

At Wei-Hai-Wei, the British territory in Shantung, thousands of Chinese coolies have been trained for emigration to Europe and Canada. On joining up they are cleansed, vaccinated, inoculated against typhoid, and provided with semi-uniforms of good blue cloth, with a broad white waist-band and white piping down the trousers. At the depot they are housed in a style which for them is luxury. After a few days' idleness to accustom them to their changed conditions, they are taught physical exercises, to inculcate discipline, and are soon wonderfully smart on parade. The full course of training usually takes a month.

This is not the place for suggestions as to how Germany's preparations for the economic war are to be defeated. The boycott of German goods, whether enforced by tariffs or otherwise, might do much. So might increased output of goods on the part of the Allies. But perhaps the most important thing is the will to defeat them.

F. L.



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## LORD MORLEY'S RECOLLECTIONS.

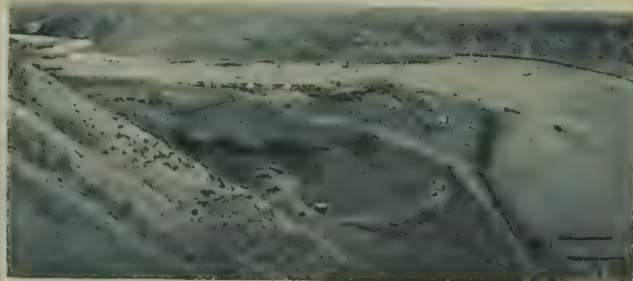
IT is not difficult, after completing the first careful perusal of Lord Morley's "Recollections" (Macmillan; two vols.), to explain the belief that he has given us one of the most important contributions to permanent literature that the twentieth century has produced. Lord Morley is in his eightieth year. He has lived on terms of close intimacy with the greatest thinkers and statesmen of his time, and in intimacy almost as close with their predecessors since statecraft began. He has brought to the living and the dead a sound judgment and a highly trained mind. Cold and caustic he may be, intolerant of second-rate minds, and by no means free from the intellectual pride that he cannot define as a blessing or a curse; but

Stephen, Arnold, and many another. As a contributor he held meetings with the late Lord Salisbury, then Mr. Robert Cecil, in an editorial ante-room; and as an editor he "extended a chilly welcome to promiscuous persons." His Liberalism—of an exalted, passionate order—has, perhaps, not availed to convince him that the great majority of his fellow-men are just promiscuous persons, and that they cannot help themselves. It may be that the desire to show that he is not as chilly as he seems to the outside world is the reason for his quoting the affectionate remarks of friends and colleagues. As Irish Secretary, he kept his head when others lost theirs; his attitude towards the Boer War was the outcome of high principles; and in regard to the present world-struggle he preserves a dignified silence. Yet he is not indifferent to military

finds that the commonplace is often the true essential; doubts whether the real Labour leader will come from the ranks of the Labour Party; says that "a full diary contains things which afterwards one would as lief have a sound excuse for forgetting"; says that a politician "must be able to remember and forget," and that "much of what is decently good in our curious world has been done by philanthropists and agitators." We learn, too, that King Edward's choice of a profession would have inclined to landscape gardening; and that the author went to the House of Lords—a translation that astonished his friends—on his own suggestion. There is often a touch of Machiavelli at his best and sanest in these alluring pages—a Machiavellian humanist who has studied closely the meditations of the greatest of the Antonines. Throughout a long and



THE PALESTINE FIGHTING: DIFFICULT COUNTRY FROM WHICH WE HAD TO DRIVE THE ENEMY.



THE PALESTINE FIGHTING: DIFFICULT COUNTRY CAPTURED BY BRITISH CAVALRY AND ANZAC MOUNTED TROOPS.

the fruits of his long experience of men and affairs, written in leisure and with a pen that does not introduce a slipshod sentence into seven or eight hundred pages, are a contribution to universal literature. If his love of Horace has led him to adopt the attitude of mind expressed in the poet's line, "Odi profanum vulgus et arceo," he has at least given to the humblest of us much for which we can offer no more than thanks. His "Recollections" will enable future generations to savour the strength and moral greatness of many Victorian statesmen, and to form sound judgments of some of his literary friends. Among those of light and leading who have gone before are John Stuart Mill, George Meredith ("who often missed ease"), Victor Hugo, Herbert Spencer, Tyndall,

questions. While at the India Office he wrote to Lord Minto about Kitchener's Indian defence scheme: "If my interest in military matters goes on at this rate, you will hear of me taking the field one of these days." His reading has been wide; it appears at times to be almost desultory. He keeps a pointed pen for bores—witness the description of a dinner party at which "the Obvious babbled on one side, while the Morose sat silent on the other." Under his lens the figures of Parnell, Harcourt, and Chamberlain, among the dead, and of a few statesmen among the living, recover an intense significance and vitality. A lover of Nature, he had a horror of sport: late in life, while in Scotland, he walked out with a sportsman—"my first and last venture in that line." Some of his admissions are startling: he

arduous political career Lord Morley may claim to have made many friends and no enemies; and to that list of friends his "Recollections" will add many thousands whom he will never know. He has crowded into the two volumes convictions, aphorisms, and suggestions that would by themselves alone make up a small volume of infinite help and value to all who may strive to follow, *longo intervallo*, in his footsteps. For there is no life so humble and obscure but that the thoughts and principles held and followed by John Morley would make it beautiful. His latest book—may it not be his last!—is a great gift to humanity. It honours not only the man but his time. Truly he may say, with no lack of modesty, "Non omnis moriar!"

JEWELLERS



TO H.M. THE KING.

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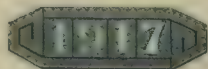
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# The Food Question

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**"The diet may be then cut down from  $\frac{1}{4}$  to  $\frac{1}{5}$  and the body still be adequately nourished."**

**Medical Times.**

From the review of "Peptogenics in relation to Food Economy," by Dr. J. Campbell, while Food Expert to the Metropolitan Campaign for Food Economy.

The above is but a striking confirmation of what has for years been established to the satisfaction of Scientists and the Medical profession, namely, that the Body-building powers of Bovril are equal from 10 to 20 times the amount of Bovril taken. Take Bovril and save food.

Use Bovril in your cookery, or take it as soup at meals.



## Christmas in the Shops.

EXQUISITE is the only word which suggests the charm of the delightful perfumes offered by Messrs Dubarry et Cie, 81, Brompton Road, S.W., and the beautifully got-up and poetically conceived booklet in which, aided by dainty illustrations in colour, the special



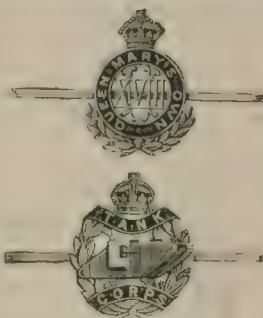
POETRY EXPRESSED IN PERFUME:  
"APRÈS LA PLUIE,"  
Dubarry et Cie.

perfumes and their fragrance are attractively described. The one of which we give an illustration is named "Après la Pluie," a perfume of peculiarly refreshing quality, recalling the odours of a flower garden after a summer shower. In exquisitely modelled crystal bottles this perfume costs only 12s. 6d., or in smaller plain crystal bottles, 6s. 6d. each. "Garden of Kama" is the happily chosen name for a perfume suggestive of the East. "Kama" being a Hindu word for anything that is

lovely. Another name, suggested by the idea that sweet odours affect the moods and thoughts, is called Parfum "Comme à Vingt Ans," suggesting the time when the heart is young. And there are dozens of other equally well-conceived titles as fragrant as the perfumes they imply. And there is a whole range of toilet luxuries. Poudre Dubarry, Bath dusting powder, Savon de Luxe, Savon Superbe, Bath salts delicately scented, face-creams with instructions for their use—the whole making up a booklet as dainty as the exquisite toilet preparations which it describes. Connoisseurs of perfumes and the whole *batterie de toilette* of a woman of refinement should send for one of these price-lists, from which they will assuredly be able to choose a Christmas present of unique charm. A happy idea is that a box containing sample tubes of any twelve Dubarry perfumes selected by a customer from the list, will be sent post free, so that the selection of a perfume may be made at leisure.

A liberal education in the significance of military badges in this very militant period may be gleaned from the artistic brochure issued by Messrs. Charles Packer and Co., of 76-78, Regent Street, W., illustrating their military badge brooches for dozens of regiments. Messrs. Charles Packer and Co. may be relied upon for accuracy

in reproducing the designs of the badges, many of which are of artistic value; and an interesting detail is that these badge-brooches are all obtainable at the same price, £2 2s. each, in 15-carat gold and enamel. Messrs. Charles Packer and Co. have, of course, a fine array of other jewellery, wristlet-watches, diamond- and-pearl jewels, and a vast variety of every kind of personal ornament at all prices and consonant with all tastes, and their show-rooms are a storehouse of beautiful and useful Christmas gifts of all kinds to please all recipients. For officers at the Front there is a specially useful new military wristlet-watch, with a transparent, unbreakable front instead of glass, made in silver for the very moderate price of £3 3s.



ARTISTIC MILITARY BADGE BROOCHES.

Charles Packer and Co., Ltd.

There are few preparations for the toilet which have been given greater publicity than the well-known "Harlene" Hair-Drill preparations, for the promotion of hair-health and beauty is a subject which makes wide appeal. The articles illustrated represent the system, and the proprietors have offered to send free to any reader of *The Illustrated London News* a complete "Harlene Hair-Drill" outfit, comprising the following details, on receipt of 4d. in stamps for postage and packing of the parcel: (1) A bottle of "Harlene," the liquid food for the hair; (2) a packet of the hair-and-scalp-cleansing "Cremex" Powder; (3) a bottle of "Uzon" Eri-lantine, which gives beauty to the hair; and (4) a copy of the "Hair-Drill" Manual.



A "HARLENE" HAIR-DRILL OUTFIT.  
Edwards and Co.

For reasons that are only too obvious in these difficult war-days, a present of a pound or a few pounds of tea would be more than usually welcome, but it is suggested that coffee and cocoa should be ordered as alternatives. The well-known United Kingdom Tea Company, Ltd., are meeting the difficulty by offering excellent coffee at 1s. 8d., 1s. 10d., 2s., and 2s. 4d. per lb., in packages of any size required. An excellent cocoa is supplied at 3s. per lb., and the Secretary to the United Kingdom Tea Company will furnish particulars on receipt of an application addressed to 1, Paul Street, Finsbury, E.C.2.

There are many people who assiduously cherish some imaginary grievance but neglect real ones, such, for instance, as the disfigurement due to superfluous hair. Many ladies submit to this trouble without taking advantage of the "Dara" reliable home treatment, which the public owe to the Adair Ganesh Establishment, 92, New Bond Street, W., by which superfluous hair can be removed safely and comfortably at home. "Dara" costs only 10s. 6d. or 21s. 6d., according to size, and many cordial testimonials have been received.


Never, perhaps, since the dainty cigarette first made a more or less timid and tentative entry into Society, has it been in such high favour as it is to-day. It has done wonders in soothing the nerves of soldiers and civilians. The "State Express" brand, by its fine quality, which never varies, has won and retained the high favour of the public. This is due to the un-lining excellence of such brands as the "State Express" Astoria Virginia, and the "State Express" Turkish Leaf, the attractive qualities of which are never lacking. They are precisely the same in quality and in methods of manufacture to-day as they were in pre-war days, and connoisseurs appreciate this fact, as is evidenced by the big and constant demand for "State Express" cigarettes, all the world over.



A UNIVERSAL FAVOURITE: "STATE EXPRESS."

(Continued overleaf.)

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**BENGER'S Food**

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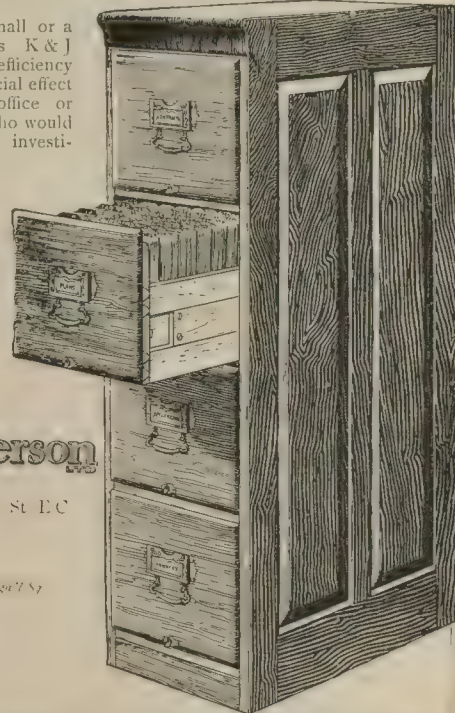
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## Christmas in the Shops—Continued.

In these days of unrest, the mere word "home" gains a new significance and "The Home Beautiful," which is the keynote of the big business of Messrs. Williamson and Cole, Ltd., of High Street, Clapham, S.W., is rich in pleasant suggestion. The well-known house



PRESIDENT FOR "THE HOME BEAUTIFUL":  
THE "HALSTEAD" CHAIR,  
Williamson and Cole.

issues an excellent book, under the title, "The Home Beautiful," which deals with the thousand-and-one furnishing details to which the home owes so much of its charm. This book should be written for, as it is a reliable guide to the artistic arrangement of beautiful fabrics—cretonnes, chenilles, ombres, case ment cloths, and furnishing fabrics—tapestries, brocades, damasks, and what not, for which the house is so widely known, as it is also for furniture always in good taste and moderately priced. A hundred items in Williamson and Cole's showrooms would prove welcome and artistic gifts. The "Halstead" chair which we illustrate, costs only £5 10s. 6d.

Wines are dear, and a substitute for them will be sought this Christmastide by many families, and it is fortunate that a delicious and wholesome one may be found in Bulmer's Champagne Cider, which is made by the same processes as champagne, and rivals it in sparkle, flavour, and piquancy. Messrs. Bulmer have mastered the art of producing cider to perfection, retaining all the wholesome qualities, at a fraction of the cost of the wine. A case of Bulmer's Champagne Cider will make a welcome present at this coming Christmas season.

The well-groomed British officer is the very *beau idéal* of manhood at its best, and not even the rigours of the war can lessen his appreciation of so valuable an accessory to the toilet as the Wilkinson Sword-Steel Razor, which is perfect in the suave simplicity and completeness with which it does its work. It is manufactured by that world-famous house, the Wilkinson Sword Company, Ltd., 53, Pall Mall, S.W., who are makers of razors, swords, guns, pistols, camp equipment, and other kindred productions

keenly appreciated by men, of refinement. The Wilkinson Sword-Steel Razor makes an ever-welcome present for officers or men at the Front, and should be ordered at once to secure them before Christmas is here.

The shortage of tea, which has not merely raised the cost, but has been answerable for queues of would-be customers in all our great cities, has led to an exceptionally large demand for cocoa—a consummation to be welcomed, as cocoa possesses a positive food value, and is, therefore, more economical than tea, even in ordinary times. Pure Fry's Cocoa, which is sold at quite moderate prices, is a well-recognised energy-maker—an invaluable quality in these strenuous days. It both satisfies and stimulates, and, while it is very strengthening, it is easily assimilated, and for that reason peculiarly well fitted for people whose digestion is weakened and ineffective. Moreover, it is all pure sustenance, there is no waste; which again makes it very economical. Messrs. Fry's name is a guarantee of the excellent quality of their cocoa and chocolate, and it can be obtained everywhere.

The pencil, being always "with us," must be as perfect as possible if it is to be of use. And whether it is, depends upon its point. For that reason the "Venus" pencil has won wide popularity. It is known by its marble-green cedar wood which contains reliable lead. The "Venus" pencils are good to look at and good to use. They should be in everyone's pocket-book and pocket, and the "copying" variety upon everyone's writing-table.

The story of London, and its great business houses, is full of romance. Romance, assuredly, is to be found in the fact that a famous firm of wine merchants celebrates this year the founding of the business two hundred and fifty years ago. It may be unknown to many who have enjoyed the fine products of the cellars of Messrs. Hedges and Butler, at 155, Regent Street, that this great business harks back to the days of the Great Fire, to the time of Cavaliers and Roundheads, and that it has a reputation of two and a-half centuries. The names of kings and queens and great noblemen figure in the ledgers of Messrs. Hedges and Butler, and those contemplating a Christmas purchase of wines should pay a visit to 155, Regent Street, and see how bravely the old house stands the passing of the centuries.

## THE "OLD CONTEMPTIBLES."

MAJOR Corbett-Smith has followed up his exceptionally and deservedly successful and popular campaign-book, "The Retreat from Mons," with another, taking on the story a stage further—"The Marne and After" (Cassell's). Between them, the pair, as companion-volumes, may well serve for an abiding monument and memorial to the valour of the "Old Army"—the "Old Contemptibles," who stemmed the flood of the German invasion of France and Flanders in the autumn months of 1914 and held out, so to speak, to the last man, while keeping the enemy at bay and beating him back as they stood fast in the breach. The narrative opens with the beginning of the pursuit of the Germans after the Marne. It tells, with all the interest and attractiveness of a good novel or heroic romance, of the marvellous feats of daring and stubborn endurance done at the forcing of the passage of the Aisne. It describes everything, as throughout the book indeed, from the point of view of an eye-witness. Then comes the story of the enforced halt before the unexpectedly formidable German Aisne line fortifications, and, as the finale—a stirring fifth act in the drama—the Battle of Ypres. "The Last Stand of the Old Army" is how Major Corbett-Smith heads that thrillingly exciting chapter. As a work on the war, the book is likely to prove as useful, informative, and instructive, and indispensable as a record,



WITH UNITED STATES TROOPS ON THE WESTERN FRONT: ON A MANŒUVRE-GROUND.  
French Official.

as it is entertaining and enthralling for the general reader. Major Corbett-Smith, in his details, confines himself to events and incidents of which he himself had personal knowledge, or learned from first-hand sources, so that his authenticity may be accepted with confidence.

# The Thoughtful Gift for XMAS is a Cameron Safety Self Filler

It's sure to be welcome, because it has a nib to suit each style of writing, and it's much the simplest pen to fill. Put into any ink-bottle, press the bars, and it's instantly ready for use.

The Cameron is reliable, British-made, and lasts for years. The Cameron Pens are mounted in five different styles, and all are fitted with perfect gold iridium-pointed nibs.

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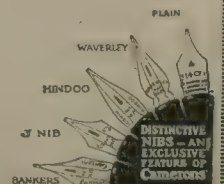
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A Doctor writes:—

"I consider it a first-class Diet, not only in illness, but also in those cases where every other kind of food seems to disagree."

(SIGNED).....M.B.

Another Doctor writes:—

"During recent family illness I found your Diet a most convenient and nourishing food, and many a time when preparing it in the 'small hours' for the patient I secretly blessed you for your valuable product."

(SIGNED).....L.R.C.P., L.R.C.S.

Soothes, Nourishes, Restores

**Allenburys'**  
**DIET**  
For Adults

No Cooking or Chop & Mince required. Made with boiling water only.

In Tins at 2 and 4 each of Chemists  
Allen & Hanburys Ltd., London.

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THE SUPER  
CIGARETTE

Fine Old Virginia Cork-Tipped Ovals

1/2 for 20

Also in Boxes of 50 & 100

Spinet Mixture 1/7 for 20z  
for the Pipe

R. & J. HILL LTD LONDON



## NEW NOVELS.

## "Priest of the Ideal."

Mr. Stephen Graham, the twentieth century pilgrim in Christendom, has travelled the Sacred Way in England. It is seemingly that "Priest of the Ideal" (Macmillan) should begin at Glastonbury, for Glastonbury is the beginning of the true faith in England and no Christian mystic can



EACH WITH GAS-MASK: A CAVALRY OFFICER AND HIS HORSE. — *Canadian War Records.*

land before its ruined shrine, look upon its hills, without worship at his heart. The Holy Grail, according to the legend, is hidden in that hallowed ground. . . . Mr. Graham prefers to treat his subject in the form of a parable. A certain American came to the Old Country to buy the precious thing; it had outgrown, ship them to his own land, and set them up again as an inheritance restored to their legitimate heirs and assigns, the people of the United States. He marked down many treasures, and bid for some of them. But the soul of England was not dead; it lived; it suffered for love of mankind; it died, as Richard Hamplen, the typical strong Englishman died, to rise again to immortality on the battlefields of the Great War. America was forced into the war, and then gladly accepted by us as a brother in arms. . . . Washington King gave up his material quest for an ideal one, crying: "All I have is England's, I will take nothing from her; she is suffering not for herself but for us all." If "Priest of the Ideal" is difficult reading to some, it will be grateful to those who share with Mr. Graham their faith in the permanence of the mystic tradition handed on from Avalon and Iona and Lindisfarne, veiled often, and found suddenly again, perhaps, as a regiment of Englishmen passes a wayside Calvary in Flanders.

"The Road to Mandalay." Mrs. B. M. Croker is an old hand at reproducing the atmosphere of Anglo-India. Her method is to begin at home—it used to be Ireland, but in the new story it is England—and transfer a character or two, *per P.* and O., to the East. "The Road to Mandalay" (Cassell) is, of course, a novel of life in Burma. It is written with great vivacity, and includes kaleidoscopic views of Rangoon, its bazars, its German colony, and its British element. It might be thought that the plot, in such a many-coloured setting, would be a matter of no great importance; but, as a matter of fact, there is a very respectable plot, unalloyed in its claims upon the reader's interest. The end of the story is an anti-climax. It ought to close at the re-embarkation of Shatto and his friends for England at the outbreak of war; but either Mrs. Croker felt that she had not furnished her quota of so many thousand words at this point, or she deemed it her duty, writing in the year 1917, to finish up on the Western Front. The sketches of Burmese, ayahs, and wives, and drug-dealers are lively and convincing; and we may suppose that the glimpses given of the German settlement in Rangoon are equally true to life, for all that "mine liebe fraulein," and other expressions to be found on the lips of its exiles from the Fatherland, are not German. "The Road to Mandalay" is a good light novel.

"Missing." The poignancy of the story in "Missing" (Collins) is heightened by the character allotted to George Saratt's wife. The art of Mrs. Humphry Ward comes in here. The fact that Nelly Saratt holds fast to the spiritual anchor of her love, even though she may seem to herself to come so close to shipwreck, is a triumph for the author; just as the close of the last chapter, with its promise of future happiness, is calculated to rejoice the heart of the public. A more difficult character to depict than Sir William Farrell would have been hard to find; and here, again, Mrs. Ward's craftsmanship has achieved success. The obvious thing would have been to make Farrell, the other man, the rich man who fell in love with Nelly from the moment he first met her honeymooning with her young soldier—to make Farrell the malign tempter, conscious seducer of pretty waxes from their allegiance to absent—or, as in this case—

missing husbands. Farrell, however, is preserved as the upright man, and saved by his creator's forbearance for the ultimate reconstruction of poor little Nelly's stricken life. "Missing" is a war story, of course. Things as strange have happened, and things, too, as beautiful as Nellie Saratt's conquest of mortal weakness, and ultimate dedication to the service of other sufferers in the war. The book is a vindication of a race that can find, in the frailest of its women, the resilience of an unconquerable soul.

"Uneasy Money." In "Uneasy Money" (Methuen) Mr. P. G. Wodehouse has provided light entertainment for his readers without asking from them anything but the minimum amount of gentle concentration. It is possible to follow Lord Dawlish's



MAKING SMALL STOVES FOR THE WINTER: HANDY MEN OF THE AUSTRALIAN ENGINEERS.

*Australian Official.*

adventures in America in a state of calm and cheerfulness, enjoying Mr. Wodehouse's pleasantries and relishing the geniality of his characters to the full. Dawlish goes to America not to make or marry a fortune, but to discard it. Plenty of humour, plenty of drollery, and a knack of facile writing are present in "Uneasy Money," and they should be sufficient in themselves to ensure its popularity.

## Harrods Spungung Silk Shirt

Chiefest of all the charms of a Harrods Shirt is that elusive and indefinable attraction called 'Style' which it offers you.

### B.S. "Edna."

A well-cut Shirt, made in our own workrooms, of our noted Spungung Silk; a good wearing material. Suitable for Christmas gift. May be had in a good assortment of coloured or Black stripes. Sizes 13½-15. **19/6**

**Buy your War Bonds at Harrods before Dec. 15, and win £500.**



Send for a Copy of Harrods Christmas List to-day before all are gone!

HARRODS LTD

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125 VICTORIA STREET, LONDON, S.W.1.

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THE LEADING LONDON HOUSE FOR OUTFITS.  
A BERKELEY'S UNIFORM IS THE HIGHEST EXPRESSION OF THE LONDON TAILORING ART

*Tailors and Outfitters to both British and United States Naval and Military Forces.*

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Estimates and Patterns forwarded on request.

**Bell's  
THREE  
NUNS  
Tobacco**



To begin smoking "Three Nuns" *now* will save you  
a prolonged search for a really satisfactory tobacco

*Testing Sample will be forwarded on application to  
Stephen Mitchell and Son, Branch of the Imperial  
Tobacco Co. (of Gt. Britain & Ireland), Ltd., Glasgow*

"King's Head" is stronger. Both are sold at 9½d. per oz.

**"THREE NUNS" CIGARETTES**

Medium, 4½d. for 10 9d. for 20

Cardboard Boxes of 50, 1/9½

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**Hundreds of Thousands of Mothers have confidence in**

**MELLIN'S FOOD**

We advise you :—

To assist now in the protection of your little ones ;  
To make provision for the future of baby—

**By Buying National War Bonds**

£5 and upwards at any Post Office or Bank.

MELLIN'S FOOD WORKS, PECKHAM, S.E. 15.

# Wilkinson's Razors

Made from  
Special  
Steel—  
Ground,  
Hardened  
and  
Tempered  
by Patent  
Process.



—make  
Shaving  
a pleasure.

Merchants, Retailers, &c., should place their orders NOW for Razors, Shavers, &c., for early delivery after the War. Orders treated in strict rotation.

**THE WILKINSON** SWORD  
CO., LTD.  
53, PALL MALL, LONDON, S. W. I.  
T. H. RANDOLPH, Managing Director.

Let Your Car ride on Comfort

# DUCO Leaf Spring Gaiters

Keep the springs constantly lubricated, to prevent them from rusting and to last.

Vastly improve the suspension of your car, making it extremely comfortable to ride in and to drive.

**BROWN BROS., Ltd.,** 41, Eastern Street, London, E.C. 2  
Sheffield - 12, Newman Street, W. 1.

Price  
10/6

Five P. and F.  
10/6

# GAMAGE'S

Give Practical Presents  
this Christmas,  
and get them  
from  
Gamage's.

No. 1  
a pair  
**FISH KNIVES  
AND FORKS.**  
Silver plated, Neatly  
finished, with G.  
No. 1 Handles, Value 1  
Boasted Wood Case.  
**18 9**

**JAP  
SILVERED  
JEWEL  
CABINET**



Size—8 ins. high, 7 ins. wide, 7 ins.  
long. Very handsome  
Consisting of a drawers lined wood,  
with lock and key.  
Chrysanthemum pattern, with dragon  
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Price **32/6** Carriage paid



Superior Quality and Finish, with  
different styles of Engraving.  
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**heavy polished copper  
KETTLE**  
Full size. On Brass Stand  
with special  
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Price **42/-** post free  
Secure one of the new  
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**IN FULL SWING**

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**OUR  
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## NATIONAL

**WAR  
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Help to  
bring about  
a more speedy  
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one of the finest in-  
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**HOLBORN, LONDON, E.C. 1**

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Leather covered bag.  
Fitted with purse & mirror.  
Price **31/-**

**VELVET CALF LETTER  
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Better quality,  
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**A War-time Xmas Gift**

Send your friends a set of Quixie Cloths this Christmas—they'll be glad to have such a useful household work. A rub, and Quixie Cloth is a brilliant polish in an instant to glass, plate, brass, copper, and furniture. The result is quick and lasting. Quixie is so clean to use, it does not stain the hands—avoids the fuss and mess of pastes and powders. No waste, no smell, no trouble. Quixie Cloths cost little to buy and save hours of drudgery.

**Quixie** Cleaning and Polishing Cloths

Sold by all leading Drapers, Ironmongers, and Grocers. No. 1 for glass, No. 2 for gold, silver, or copper, No. 3 for furniture. No. 4 for brass. Free Sample sent on request. QUIXIE CO., LTD., 10, DASHLEY ROAD, WEST KILBURN, LONDON, N.W.9

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**Arms and Pedigrees of English and Foreign Families.**

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To Prevent Seasickness, Train sickness & Nausea. Be sure to remember to put in his bag a box of

**Mothersill's Seasick Remedy.**

(Satisfaction guaranteed or money refunded.) Mothersill's Seasick Remedy is the only most dependable remedy for seasickness, train sickness, and nausea. It is a most reliable remedy, and is sold in all parts of the world. A copy of Mothersill's Seasick Remedy is sent free on request. Mothersill's Seasick Remedy Co., Ltd., 19, St. Martin's Lane, London. Also at Detroit, Montreal, New York, Paris, Marseilles.

**LLOYD'S IN TUBES, 1s. 6d. & 3s. each****THE ORIGINAL EUXESIS FOR EASY SHAVING.**

WITHOUT THE USE OF SOAP WATER OR BRUSH.

Put a Tube in your Kit Bag

The Label of the ORIGINAL and GENUINE Euxesis is printed with Black Ink ONLY on a Yellow Card, and bears this TRADE MARK.

We bought the business, with the recipe, trade mark, and goodwill from the Executors of the late A. S. Lloyd. The genuine is now manufactured ONLY at our Factory.

From all Chemists, Hairdressers, and Grocers. Wholesale only: H. HOVENKAMP and SONS, LTD., 10, FLEMING STREET, W. and City Road, E.C.

for cleaning Silver, Electro Plate, &amp;c.

**Goddard's Plate Powder**

Sold everywhere 6s. 1/2, 2s. 6d. &amp; 4s.

**ZENOBIA Greeting Sachets**

No need to send an expensive gift this Christmas—an acceptable and appropriate souvenir is a Zenobia Greeting Sachet. Its pleasing fragrance lasts throughout a year and constantly recalls sweet memories of the giver.

Each Sachet is enclosed in a dainty greeting card (over 100 artistic designs)—an 1 each is fragrant with one of the delicate ZENOBIA PERFUMES, exactly reproducing the essence of favourite English flowers. Three most in vogue are Zenobia Night-Scented Stock, Zenobia Lily of the Valley, and Zenobia Sweet Pea Blossom.

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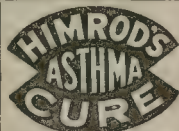
Zenobia Greeting Sachets (prices from 3d. each), Zenobia Perfumes, and Zenobia Eau de Cologne are sold by all Chemists, Perfumers & Stores.

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Don't take Cold, take Hot

**IVELCON**

A Perfect "Beef-Cup" for One Penny. Made in a Moment.

**"It Worked Like a Charm"**

writes a clergyman who had suffered from Asthmatic affection for fifty years. At all chemists 4/3 a tin.

BEWARE OF Umbrellas made on Foreign Frames

THE VITAL POINT in an UMBRELLA is THE FRAMEWORK

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ENTIRELY BRITISH MADE. LOOK FOR THESE MARKS

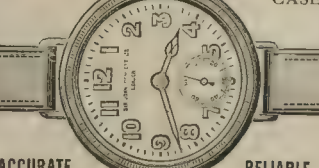
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£3:0:0 IN STRONG SILVER CASE



ACCURATE RELIABLE

The "Service" Wrist Watch, with luminous figures and hands visible at night. In silver case with lever movement and leather strap suitable for rough wear. Air, damp, and dust tight.

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A large selection of other varieties from £2 to £6

WATCHES, CLOCKS, &amp; JEWELLERY of every description.

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SIR JOHN BENNETT, LTD., 65, Cheapside & 105, Regent Street, London.

**MILLIONS OF PEOPLE**

have used this most economical Dentifrice with utmost satisfaction. A few drops produce a most refreshing lather and cleanser, rendering the teeth white, and arresting decay.

Also put up in Powder form. Absolutely BRITISH. Why not give it a trial?

**COMFORT.**

IN these days of stress, whatever conduces to comfort in one's shortened leisure, is greatly appreciated. When tired and thirsty, what can be more delightfully refreshing than a "pull" from an Idris Chinaways Syphon? The Water, pure and fresh as on the day it was taken from the famous Idris artesian well, has a delightful and sparkling brilliance. Its purity is unchallenged. Keep a syphon on hand, but insist upon having IDRIS

**SOUTH AMERICA WEST INDIES SPAIN PORTUGAL PANAMA BERMUDA CENTRAL AMERICA CIBRALTAR MOROCCO ATLANTIC ISLES EGYPT STRAITS CHINA JAPAN THE ROYAL MAIL STEAM PACKET CO. 18 MOORGATE STREET LONDON E.C.**

**Mazda** BRITISH MADE

If you use Mazda Lamps exclusively your light bills will be the lowest possible.

The original Drawn Wire ELECTRIC LAMPS

**RELIEF FOR ALL.****BROWN'S BRONCHIAL TROCHES.**

Why not try these TROCHES for your fidgety cough? They are the old-fashioned remedy for the alleviation of COUGHS, HOARSENESS, SORE THROAT, BRONCHITIS and ASTHMA. They contain no opiate, and are much appreciated by Singers and Public Speakers.

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**Calendars**

Make Charming Xmas Gifts Unique Designs. Always acceptable.

For Illustrated Price List of wordings by TAGORE, STEVENSON, WILCOX, OMAR, &c. Apply ALAN TABOR, 6 St. Ann's Arcade, Manchester. List No. 8.

**BAILEY'S "CALIBAN" RAM.**

Raises water from streams to any height.

Costs nothing to work it. All kinds of PUMPS in stock for all purposes.

SIR W. H. BAILEY & CO., Ltd., Manchester

**TRIUMPH**

A name that is renowned—The Trusty Triumph.

TRIUMPH CYCLE CO., LTD., COVENTRY.

**IDRIS**

"The Pinnacle of Purity"

For GOGGLES WIND-SCREENS & WINDOWS



THE ONLY SAFETY GLASS



## THE CHRONICLE OF THE CAR.

**Coal-Gas to be Prohibited?** According to the *Times*, the Government Departments concerned are considering the situation which has arisen from the substitution of gas for petrol in vehicles which the Petrol Committee has refused to license. Numbers of



THE PICTURESQUE AND THE PRACTICAL:  
BRIDGING THE CENTURIES.

A singularly interesting contrast is shown in this contiguity of an F.I.A.T. car and the ancient drawbridge in the city of Bologna, Italy.

Official Photograph

cars, the report proceeds, the running of which is regarded as unnecessary, are now in the hands of motor manufacturers for conversion into gas-driven vehicles. One large firm is said to have work of this kind on its books to last for two years. As the men engaged on the work of conversion are of a class whose services are urgently required for essential war work, it is highly probable that the use of gas as a propellant will be forbidden to the owners of all cars to whom a petrol licence has been refused. Something of the sort might have been anticipated after the ill-conceived action of the A.A. in calling official attention to the use of gas; but, even so, I cannot help expressing the opinion that any such action on a drastic scale should

not be taken without the most careful review of all the circumstances. Pace the outcry in a section of the daily Press against "joy-riding on gas," there is more than one side to the question. To interfere with the use of gas in the manner foreshadowed by the *Times* would, I think, argue a perversity of opinion on the part of the Government Departments concerned. Not so long ago the Ministry of Munitions issued a general appeal for the use of more gas, because the by-products of the distillation of coal were urgently required for the making of munitions. That gave a distinct impetus to the conversion of cars to the use of coal-gas. Then came the letter of the A.A. to the same Department, which replied that there was no objection to its use so long as it was not carried under compression. For the moment this again gave a fillip to the conversion business. Now, it would appear, someone has changed his mind about it all. To my mind, it hardly seems logical to prohibit the use of gas only in the case of vehicles to which a petrol licence has been refused. As well go the whole hog and stop its use altogether, since the vehicles which are licensed obviously do not require to be fitted to consume gas. At any rate, only a relatively

small proportion of them need be so fitted. If the intention is to stop the use under all and any circumstances of cars not employed in "essential" work, why not say so and have done with it? Then we should at least know where we are. There are other aspects of the matter which require attention. We are asked to refrain as much as possible from travelling by train or by public-service vehicles. Obviously, every gas-driven car is easing other methods of transport to some extent at least. Gas is not such an ideal propellant that one wants to use it for joy-riding, and its limitations are so obvious that it can hardly be alleged that its use is being abused to any extent. Of course, there is the argument that the men employed on conversion are needed for work of direct war importance. I should be the very last to contend that a single man or woman should be diverted from essential work to that which has no direct bearing on the war. But it may be pointed out that assertion is not proof, and all we have is the simple statement that the case is as laid down by the *Times*. If the

people engaged in the industry are, in fact, essential to other branches of work connected directly with the war, why have they not been enrolled for it long ago, and before the "gas boom" set in? And, surely, we must try to carry on some of our industries, else where is the money to come from? Really, one is beginning to think that, when one stick breaks, another has simply got to be found wherewith to beat the motoring dog!

#### Oil in the British Islands.

A great deal has been heard lately of the prospects of the discovery of a great oil deposit somewhere in Great Britain. One of our foremost oil experts, Mr. W. H. Dalton, is not at all sanguine about it. In a paper read recently before the Institution of Petroleum Technologists, Mr. Dalton expressed the view that it may be demonstrated that in the British Isles, as in other parts of the world, the conditions which favour the formation of oil may have frequently recurred, but only to a very small extent. Though conditions favouring its accumulation are also of frequent occurrence, an attempt to connect the two has generally failed. Where formation seems to have been



A FRIEND TO THE SOLDIERS: A TRAVELLING CANTEEN.

This valuable aid to the welfare and comfort of our troops was presented to the National Council of the Y.M.C.A., by the London Warming and Ventilating Company, Ltd., 20, Newman Street, W.1. It will boil 60 gallons of soup, and 140 gallons of tea, in two hours, with anthracite coal. The work is done while the car is on the move. It is made in wrought iron, and rubber tyred, to attach to an ordinary motor-car.

Photograph by Cooper and Humphreys.

probable, accumulation does not seem to have occurred; and, where accumulation could have occurred, there is little or no evidence of formation. Undoubtedly, oil does

(Continued overleaf)

## Experientia docet

THE Quality of Daimler Engineering is daily proved on active service. War experience confirms, beyond all question, that for reliability and continuity of service the Daimler stands supreme.

PROSPECTIVE users will do well to take notice of the thousands of Daimler Commercial Vehicles which are running as well to-day as they did three, four, five, or even six years ago. Thus Daimlers prove economical. Thus the initial outlay is more than justified, and quality is recognised and appreciated.

LACK of spare parts and the shortage of labour for repairs is proving a death blow to low-grade lorries. These conditions only serve to bring the Daimler into the prominence it has so justly merited.

# Daimler

The Daimler Company, Ltd., Coventry



"The Pleasures of Peace"

The ARROL-JOHNSTON COMPANY extend to you the COMPLIMENTS of THE SEASON, and trust that the suggestion contained in this advertisement may soon be realised. Is your inquiry in for the Post-War A.-J. Car? The Waiting List is already large.

Arrol-Johnston Ltd.

DUMFRIES.

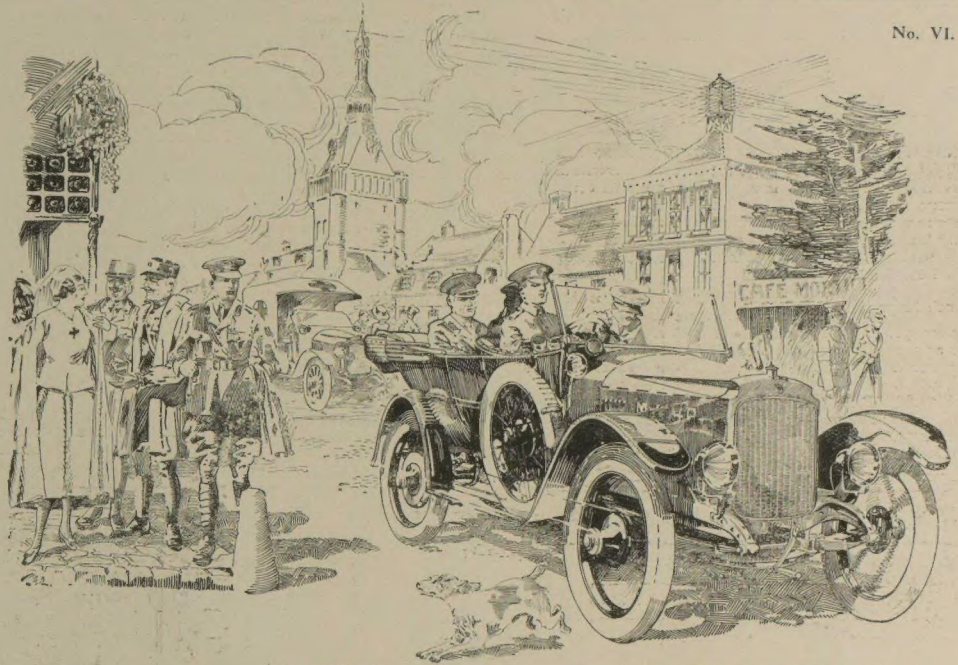


## VAUXHALL WAR PICTURES

by a soldier  
artist in the field.  
illustrating  
some phases of  
the work done  
by the 25 h.p.

## VAUXHALL

The *FINEST CAR*  
on *ACTIVE SERVICE*



STAFF OFFICER'S VAUXHALL IN THE MAIN STREET OF AN ARMY HEADQUARTERS TOWN

Note the telegraph and telephone derrick, a conspicuous feature in such places. The traffic is expertly controlled by Tommies on the methods of the London Police.

# Vauxhall

THE CAR SUPEREXCELLENT

VAUXHALL MOTORS LIMITED  
174-182 GREAT PORTLAND STREET

Branches: Petrograd & Moscow, LONDON, W. 1 Works: Luton, Bedfordshire

**E**XTERNALLY the Vauxhall war model does not faithfully represent, either in lines or finish, the 'full dress' Vauxhall motor carriage, which is a luxury car possessing, in addition to fine body work, those rare qualities of design that make for liveliness, ease of handling, ample power, high efficiency and general distinction of performance. Considered from this point of view, the Vauxhall has no peer. The after-war Vauxhall will be the rage among buyers of the best-class English car, and you will do well to book your order in advance.

WRITE FOR WAITING-LIST PARTICULARS

## Austin Points about CARS

### No. 1—RELIABILITY.

This feature should be the first consideration to weigh in the mind of the intending purchaser. He has to remember that the extent of the ability of his car to 'stand up' under all or any conditions will govern the amount of pleasure to be extracted from his motoring.

He may look with confidence for this ability in the 'Austin' car, which years of patient experiment and research have brought to its present pitch of excellence.

May we not add your name to our Priority List?

THE AUSTIN MOTOR CO., LTD.  
WORKS — Northfield, BIRMINGHAM.  
— LONDON, MANCHESTER, NORWICH & PARIS.

# THE Brolt

## Electric Engine Starter.

The "Brolt" catalogue sent on request.

BROWN BROTHERS, Ltd.,  
Great Eastern Street,  
London, E.C. 2.

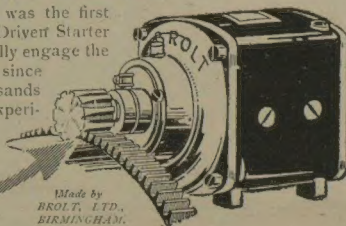
Showrooms:  
15, Newman Street, W. 1.  
Depots at Manchester and Paris.

### THE RIGHT IDEA AT THE START.

Both Motor-Car Manufacturer and Motorist were quick to realise the value of the BROLT positive and silent gear drive, because they saw in it a safer and surer self-starter. That this original idea is the most practical is exemplified in its more general adoption to-day.

The BROLT was the first British Gear-Driven Starter to automatically engage the

engine fly-wheel. It has long since passed the experimental stage. Thousands are using it to-day after lengthy experience. You can therefore have it installed with full confidence—it cannot fail—a touch of the switch and the engine starts instantly.



Made by  
BROLT, LTD.,  
BIRMINGHAM.

## USEFUL XMAS GIFTS

### Fleecy Woollen Stole.

Our own exclusive design, very attractive and useful. Suitable for wearing on many occasions when a light woollen wrap is desirable. These Stoles are made from delightfully soft and fleecy Alpaca Wool, which has that beautiful silky feeling so much appreciated. They are obtainable in white only, with coloured bar check, as shown, in any colour. Made exclusively for Debenham and Freebody.

PRICE  
42/-

Or in plain self-colours,  
29/6

CATALOGUE POST FREE.

## Debenham & Freebody.

Wigmore Street,  
(Cavendish Square) London, W. 1

Famous for over a Century  
for Taste, for Quality, for Value





Continued.

exist; but it is not there in quantities which make commercial development possible, except, perhaps, in one or two isolated cases. This is distinctly discouraging; but it must be remembered that, although Mr. Dalton is a very high authority, others of equal eminence in the petroleum world hold different opinions.

#### Triplex for America.

An important group of New York financial and commercial men have acquired the patent rights for manufacturing Triplex Safety Glass for war purposes, including automobile wind-screens, ships' portholes, chart-tables, bridge-screens, aviation goggles, aeroplane wind-screens and observation-panels, and many other important uses. A factory, plant, and machinery are in course of construction for the manufacture of Triplex Glass in America, and will shortly be in operation. Meanwhile, a member of the syndicate, Mr. W. J. Finlay, is in London, and will deal with all inquiries.

#### British Magnetos.

The British Ignition Apparatus Association, which includes most of the firms engaged in the manufacture of magnetos, informs me that, as a result of co-operation, it has been possible to carry out a considerable amount of standardisation of parts, which will mean that, when at last we are able to motor unrestrictedly again, we shall be able to secure our spares and replacements at quite a relatively nominal price. All the magnetos made by firms within the Association are interchangeable one with the other, and with the

German machines of pre-war times. Further, many of the essential parts are interchangeable. Screw-threads, for example, have been standardised, and the different sizes of brushes have been reduced in number to one-tenth. Other parts, too, are being similarly dealt with, so that the motorist will not only be able to purchase his spares at a much lower price, but these will be easily and quickly procurable, because agents and garage people will be able to carry large stocks. Moreover, in order to secure even greater efficiency in production, arrangements have been completed whereby certain members of the Association are to concentrate on particular types, so as to achieve the maximum economy derivable from quantity production:

#### Motor-Cyclists and Light-Car Owners Wanted.

The A.C.U. appeals for volunteer motor-cyclists and light-car owners for despatch work between Government offices in London. Petrol sufficient for the journeys will be issued, plus enough to get to and from home. Names of those willing to serve should be sent to the Secretary, Auto-Cycle Union, at 83, Pall Mall, S.W.1.

Each day this week the Grenadier Guards band, through the generosity of Major Drapkin and Co., proprietors of "Greys" Cigarettes, will give a programme both forenoon and afternoon at the Tank War Bond Rally at Trafalgar Square.

#### "HERE AND THERE," AT THE EMPIRE.

THE Empire's new revue, "Here and There," is so rich in good things that the presence in it of superfluities—scenes, songs, and the rest, which made the entertainment, on its first night, too long, but need not be particularised since they are no doubt already doomed to oblivion—matters not at all in any estimate of its prospects. The removal of such excess will only make what is bright seem brighter. Three features, at least, of the show ought to draw all London to the Empire—the extraordinarily clever and graceful dancing of two newcomers, Mr. Ralph Riggs and Miss Katharine Witche; the personality and talk of the melancholy looking, but irresistibly quaint comedian, Mr. Lew Kelly; and two brilliant pieces of burlesque contributed by Miss Ethel Levey. Of course, Miss Levey has other turns—a song about Omar in the midst of the gorgeous spectacle entitled "A Persian Fantasy," and a droll interlude, in which she is seen "orchestrating a number," for instance; but her skit on Mrs. Patrick Campbell's acting in "The Thirteenth Chair" is of itself enough to make a visit to the Leicester Square theatre worth while. If Mr. Lew Kelly has the lion's share of comic chances, Mr. George Clarke also does wonders with less material; and among other numbers which secured instantaneous success was a goliwog ditty, in which Miss Ennis Parker's pretty voice found scope, and the chorus in doll dresses produced a charming effect. The music of Mr. Frederic Chappelle is sprightly and tuneful.

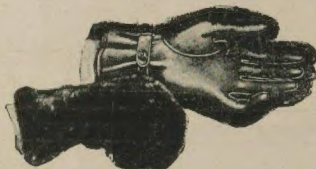
### GLOVES AS USEFUL CHRISTMAS PRESENTS



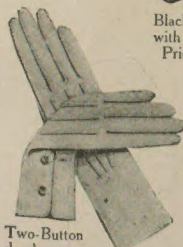
Two-Dome fastener, Slate Real Reindeer, lined Fur throughout. Price 21/- per pair.



Best quality English Mocha leather for hard wear, in tan and slate. Price 8/11 per pair.



Black fur, lined wool, with tan Cape palms. Price 15/9 per pair.



Two-Button dark tan French Nappa leather. Price 5/6 per pair.

CATALOGUE POST FREE.

Two Pearl Button best English heavy Kid, finished like a driving glove, in tan only, delightful to wear. Price 7/6 per pair.

**MARSHALL & SNELGROVE**  
VERE STREET AND OXFORD STREET  
LONDON W.1

NOTE—This Establishment will be closed on Saturdays until further notice.



### Our Gallant Seamen

are protected against cold and damp by wearing pure wool next the skin—government commands its use.

Wolsey Underwear is pure wool, a perfect safeguard against inclement weather. You should wear Wolsey—it saves doctors' bills. Wolsey costs more than in pre-war days because of the scarcity and increased price of wool—but Wolsey is always worth its price.

The manufacturers of Wolsey supply millions of garments to our soldiers and sailors, and their needs must have first attention. Order your Wolsey now. If there is any delay—Wolsey is well worth waiting for.

# Wolsey

## Pure Wool Underwear

Made for Men, Women, and Children. Any garment that shrinks replaced free of cost. See the Trade Mark when purchasing.



THE WOLSEY UNDERWEAR CO., LEICESTER.



ORDINARILY we consistently advise readers that the best possible investment is a "Swan" Fountain Pen. To-day we make place for an investment paying interest in money instead of service, an investment to be made at the call of duty—to which are attached those ideal qualities of being absolutely safe and instantly realisable.

## THE NATIONAL WAR BONDS.

AN INVESTMENT TO YIELD SINEWS OF WAR AND AID IN REAPING VICTORY.

Mabie, Todd & Co., Ltd., 79 and 80, High Holborn, London, W.C.1

## DON'T NEGLECT your HAIR

Your looks demand that you should take care of it, and not use doubtful preparations which may contain spirit, ammonia, or leaden ingredients which will ruin it. Make it more Beautiful, more Lustrous, Softer. You can easily do so by using—



### Rowland's Macassar Oil

which nourishes, strengthens and promotes the growth of Fine, Silky Hair: you will notice an improvement after using it a short time.

Use it for your own and your children's Hair. It is prepared in a golden colour for Fair Hair. Sold in 3/6, 7/-, 10/6 and 21/- Bottles by Stores, Chemists, Hairdressers, and Rowland's, 67, Hatton Garden, London.





## Contented children..

UNLESS a child sleeps soundly—the calm untroubled sleep of health—it cannot possibly remain well and happy.

Some children go readily to bed in the dark. Others shrink from what must be a trying ordeal.

Rather than permit them to lie awake for hours, beset by fancied terrors, give them the comfort of

PALMITINE STAR.

CHILDS'.

CLARKE'S  
PYRAMIDS.

# Price's Night Lights

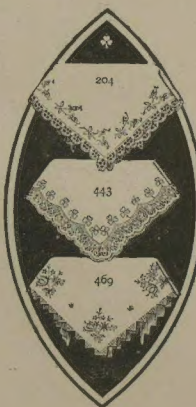
ROYAL  
CASTLE.

SENTINEL.

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The regular use of Night Lights in the bedroom makes for Happy Children. Price's Night Lights give a reassuring light, a light that lasts for hours.

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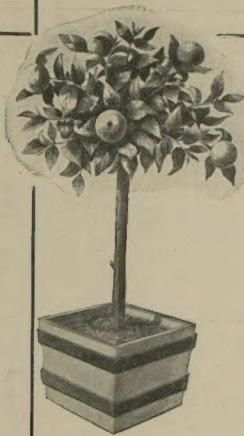
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